

**CHAPTER 18**

**STREETS**  
**Analysis**

**ARTICLE 1.**            **NAMING OF CERTAIN TOWNSHIP STREETS**

18.1-1            Naming of Certain Township Streets..... 1803-1809  
18.1-2            Street Signs..... 1809

**ARTICLE 2.**            **ESTABLISHMENT OF CERTAIN TOWNSHIP STREETS**

18.2-1.            Establishment of Certain Township Streets..... 1810-1817

**ARTICLE 3.**            **STREET OPENINGS AND EXCAVATIONS**

18.3-1.            Title..... 1818  
18.3-2.            Permit required..... 1818  
18.3-3.            Issuance of permit..... 1818  
18.3-4.            Review and inspection..... 1819  
18.3-5.            Time limit of valid permit..... 1819  
18.3-6.            Time sequence of permit and repairs..... 1819  
18.3-7            Fees and cash security performance deposit..... 1820  
18.3-8            Backfilling and repaving..... 1821  
18.3-9            Completion of repairs by Township..... 1821  
18.3-10            Restrictions..... 1821  
18.3-11            Work regulations..... 1822  
18.3-12            Safety precautions..... 1822  
18.3-13            Maintenance of area..... 1822  
18.3-14            Disposition of Monies..... 1822  
18.3-15            Emergencies..... 1822  
18.3-16            Exceptions..... 1822  
18.3-17            Violations and penalties..... 1823  
18.3-18            South Jersey Gas Company Consent..... 1823

**ARTICLE 4.**                    **DESIGNATING NAMES TO PUBLIC STREETS, WAYS,  
BUILDINGS AND OTHER PLACES**

18.4-1.	Preamble.....	1824
18.4-2.	Existing Designations.....	1824
18.4-3.	Standards.....	1824
18.4-4.	Designating Authority.....	1824
18.4-5	Designation of Bleckley Way.....	1825
18.4-6	Designation of Denise Playground.....	1825
18.4-7	Changing the Name of Supawna Road.....	1826
18.4-8	Changing the Name of Washington Drive.....	1826
18.4-9	Changing the Name of Victory Street.....	1827

**ARTICLE 5**                    **PENNSVILLE TOWNSHIP ADOPT-A-ROAD PROGRAM**

18.5-1	Pennsville Township Adopt-A-Road Program.....	1828
18.5-2	Application.....	1828
18.5-3	Application requirements.....	1828
18.5-4	Sequence application review.....	1828
18.5-5	Authorization by the Township Committee.....	1828
18.5-6	Additional requirements.....	1828
18.5-7	Request for review, recommendation by Township Committee.....	1829
18.5-8	Participants not deemed Township Employees – Township Held harmless.....	1829
18.5-9	Safety requirements.....	1829
18.5-10	Equipment not supplied by the Township of Pennsville.....	1829

**ARTICLE 1.            NAMING OF CERTAIN TOWNSHIP STREETS**

**Sec. 18.1-1            NAMING OF CERTAIN TOWNSHIP STREETS**

- A. ATLANTIC ROAD -The street and highway, formerly known as Atlantic Road, extending from Broadway in a southwesterly direction to Eaton Road, shall be named Atlantic Road.
- B. BEACH AVENUE - The street and highway, formerly known as Beach Avenue, extending from North Broadway in a northwesterly direction to River Drive, shall be named Beach Avenue.
- C. BRANDRIFF AVENUE -The street and highway, formerly known as Brandriff Avenue, extending from Broadway in a northwesterly direction to River Drive, shall be named Brandriff Avenue.
- D. BROAD STREET -The street and highway, formerly known as Broadway, extending from Broadway in a southeasterly direction to Upper Penns Neck Township line, shall be named Broad Street.
- E. CASTLE HEIGHTS AVENUE -The street and highway, formerly known as Castle Heights Avenue, extending from Enlow Place in a southeasterly direction to Broadway, shall be named Castle Heights Avenue.
- F. CHERRY STREET - The street and highway, formerly known as Cherry Street, extending from Brandriff Avenue in a northeasterly direction to Oriental Avenue, shall be named Cherry Street.
- G. CHESTER AVENUE - The street and highway, formerly known as Chester Avenue, extending from Broadway in a southeasterly direction to Upper Penns Neck Township line, shall be named Chester Avenue.
- H. CHESTNUT STREET -The street and highway, formerly known as Chestnut Street, extending from Broadway in a southwesterly direction to the end, shall be named Chestnut Street.
- I. CHESTNUT STREET - The street and highway, formerly known as Ecret Avenue, extending from Enlow Place in a southeasterly direction to Chestnut Street, shall be named Chestnut Street, and Chestnut Street shall extend from Enlow Place to South Broadway.
- J. CHURCH STREET - The street and highway, formerly known as Church Street-German Street, extending from Broadway in a northeasterly direction to East Pittsfield Street, shall be named Church Street.

- K. CHURCHLANDING ROAD - The street and highway, formerly known as Church Landing Road, extending from Broadway in a northwesterly direction of Delaware River, shall be named Church Landing Road.
- L. CHURCHTOWN ROAD - The street and highway, formerly known as Churchtown-Hook Road, extending from Broadway in a southeasterly direction to Hook Road, shall be named Churchtown Road.
- M. CLARK STREET - The street and highway, formerly known as Clark Street, extending from Broadway in a southeasterly direction to Upper Penns Neck Township line, shall be named Clark Street.
- N. CLIFTON PLACE -The street and highway, formerly known as Clifton Place, extending from North Broadway in a southeasterly direction to Dolbow Avenue (formerly Parkwood Road) shall be named Clifton Place.
- O. CORSON AVENUE - The street and highway, formerly known as Corson Avenue, extending from Broadway in a southwesterly direction to the end, shall be named Corson Avenue.
- P. DELAWARE AVENUE - The street and highway, formerly known as Delaware Avenue, extending from North Broadway in a southeasterly direction to the end, shall be named Delaware Avenue.
- Q. DOLBOW AVENUE -The street and highway, formerly known as Beach Avenue, extending from Delaware Avenue in a northeasterly direction to a point one hundred (100) feet northeast of Maryland Avenue, shall be named Dolbow Avenue.
- R. DOLBOW AVENUE - The street and highway, formerly known as Dolbow Avenue, and a portion of the street and highway formerly known as Parkwood Road, extending from Delaware Avenue in a southwesterly direction, shall be named Dolbow Avenue.
- S. DUNN LANE - The street and highway, formerly known as Dunn Lane extending from South Broadway in a northwesterly direction to Riviera Drive, shall be named Dunn Lane.
- T. EAST PITTSFIELD STREET - The street and highway, formerly known as East Pittsfield Street, extending from Broadway in a southeasterly direction to Hook Road, shall be named East Pittsfield Street.
- U. EAST PITTSFIELD STREET -The street and highway, formerly known as Hook Bridge Road, extending from Hook Road in a southeasterly direction to Salem Creek, shall be named East Pittsfield Street.

- V. EATON ROAD - The street and highway, formerly known as Eaton Road, extending from the Fort Mott Road in a northwesterly direction to Riviera Drive, shall be named Eaton Road.
- W. ENLOW PLACE - The street and highway, formerly known as Enlow Place, extending from Main Street in a southwesterly direction to Highland Avenue, shall be named Enlow Place.
- X. FAIRVIEW AVENUE - The street and highway, formerly known as Fairview Avenue, extending from Broadway in a southeasterly direction to the end, shall be named Fairview Avenue.
- Y. FENWICK AVENUE - The street and highway, formerly known as Fenwick Avenue, extending from East Pittsfield Street in a northeasterly direction to the end, shall be named Fenwick Avenue.
- Z. FIFTH STREET - The street and highway, formerly known as Chestnut Street, extending from the existing street and highway, now known as Chestnut Street, and extending in a southwesterly direction to the Ecret Tract boundary, at or near the line of Fifth Street, shall be named Fifth Street.
- AA. FORT MOTT ROAD - The street and highway, formerly known as Fort Mott Road, extending from Broadway in a southwesterly direction to the Delaware River, shall be named Fort Mott Road.
- BB. FRENCH STREET - The street and highway, formerly known as French Street, extending from Broadway in a southeasterly direction to the end, shall be named French Street.
- CC. GLENWOOD PLACE - The street and highway, formerly known as Glenwood Place, extending from North Broadway in a southeasterly direction to Dolbow Avenue (formerly Parkwood Road) shall be named Glenwood Place.
- DD. HARDING AVENUE - The street and highway, formerly known as Harding Avenue, extending from Broadway in a northwesterly direction to River Drive, shall be named Harding Avenue.
- EE. HARVARD AVENUE - The street and highway, formerly known as Harvard Road, extending from Fort Mott Road in a northwesterly direction to Riviera Drive, shall be named Harvard Road.
- FF. HERON AVENUE - The street and highway, formerly known as Township Road, extending from Broadway in a southeasterly direction to the end, shall be named Heron Avenue.

- GG. HIGHLAND AVENUE - The street and highway, formerly known as Highland Avenue, extending from Broadway in a northwesterly direction to Riviera Drive, shall be named Highland Avenue.
- HH. HOOK ROAD - The street and highway, formerly known as Hook Road, extending from Broadway in a northeasterly direction to Upper Penns Neck Township line, shall be named Hook Road.
- II. HUMPHREYS AVENUE - The street and highway, formerly known as Humphreys Road, extending from Hook road in an easterly direction to Humphreys Farm, shall be named Humphreys Avenue.
- JJ. JENKINS AVENUE - The street and highway, formerly known as Vandergrift Avenue, extending from Broadway in a northwesterly direction to Delaware River, shall be named Jenkins Avenue.
- KK. KANSAS ROAD - The street and highway, formerly known as Kansas Road, extending from Fort Mott Road in a northwesterly direction to Riviera Drive, shall be named Kansas Road.
- LL. LAKEVIEW AVENUE - The street and highway, formerly known as Lakeview Avenue, extending from Broadway in a northwesterly direction to River Drive, shall be named Lakeview Avenue.
- MM. LIGHTHOUSE ROAD - The street and highway, formerly known as Harrisonville-Lighthouse Road, extending from Broadway in a northwesterly direction to Upper Lighthouse at Fort Mott Road, shall be named Lighthouse Road.
- NN. LINCOLN AVENUE - The street and highway, formerly known as Lincoln Avenue, extending from Main Street in a southwesterly direction to the end, shall be named Lincoln Avenue.
- OO. LOCUST AVENUE - The street and highway, formerly known as Locust Avenue, extending from Delaware Avenue in a southwesterly direction to the end, shall be named Locust Avenue.
- PP. MAHONEY ROAD - The street and highway, formerly known as Mahoney Road, extending from Broadway in an easterly direction to Hook Road, shall be named Mahoney Road.

- QQ. MAIN STREET - The street and highway, formerly known as Main Street, extending from Broadway in a northwesterly direction to Delaware River, shall be named Main Street.
- RR. MAPLE AVENUE - The street and highway, formerly known as Maple Avenue, extending from Broadway in a southeasterly direction to the end, shall be named Maple Avenue.
- SS. MARYLAND AVENUE - The street and highway, formerly known as Maryland Avenue, extending from Dolbow Avenue (formerly Beach Avenue) in a southeasterly direction to the end, shall be named Maryland Avenue.
- TT. NEW JERSEY AVENUE - The street and highway, formerly known as New Jersey Avenue, extending from North Broadway in a southeasterly direction to the end, shall be named New Jersey Avenue.
- UU. NORTH BROADWAY - The street and highway, formerly known as Broadway, extending from Pittsfield Street in a northeasterly direction to the Upper Penns Neck Township line, shall be named North Broadway.
- VV. NORTH RIVER DRIVE - The street and highway, formerly known as North River Drive, extending from Riverview Beach Park in a northeasterly direction to Benson Avenue, shall be named North River Drive.
- WW. OAK STREET - The street and highway, formerly known as Oak Street, extending from Chestnut Street in a southerly direction to the end, shall be named Oak Street.
- XX. OLIVER AVENUE - The street and highway, formerly known as Oliver Avenue, extending from North Broadway in a southeasterly direction to the end, shall be named Oliver Avenue.
- YY. ORIENTAL AVENUE - The street and highway, formerly known as Oriental Avenue, extending from Broadway in a northwesterly direction to River Drive, shall be named Oriental Avenue.
- ZZ. PARKWOOD ROAD - That part of the street and highway, formerly known as Parkwood Road running at right angles to North Broadway, and extending in a southeasterly direction from North Broadway, shall be named Parkwood Road.
- AAA. PENNS AVENUE - Canal in a northeasterly direction to Pine Street, shall be named Penns Avenue.

- BBB. PENNSYLVANIA AVENUE - The street and highway, formerly known as Pennsylvania Avenue, extending from Dolbow Avenue (formerly Beach Avenue) in a southeasterly direction to Wright Avenue (formerly Queen Avenue) shall be named Pennsylvania Avenue.
- CCC. PINE STREET - The street and highway, formerly known as Highland Avenue, extending from Broadway in a southeasterly direction to Upper Penns Neck Township line, shall be named Pine Street.
- DDD. PLANT STREET - The street and highway, formerly known as Plant Street, extending from Broadway in a southeasterly direction to Upper Penns Neck Township line, shall be named Plant Street.
- EEE. QUEEN AVENUE - The street and highway, formerly known as Queen Street, extending from Delaware Avenue in a northeasterly direction to Oliver Avenue, shall be named Queen Avenue.
- FFF. QUEEN AVENUE - The street and highway, formerly known as Wright Avenue, extending from Delaware Avenue in a southwesterly direction to the end, shall be named Queen Avenue.
- GGG. RIVIERA DRIVE - The street and highway, formerly known as Riviera Drive, extending from Highland Avenue in a southwesterly direction to the Township Farm, shall be named Riviera Drive.
- HHH. SOUTH BROADWAY - The street and highway, formerly known as Broadway, extending from Pittsfield Street in a southeasterly direction to Penns Neck Bridge, shall be named South Broadway.
- III. UNION STREET - The street and highway, formerly known as Union Street, extending from North Broadway in a southeasterly direction to the end, shall be named Union Street.
- JJJ. WEST PITTSFIELD STREET - The street and highway, formerly known as West Pittsfield Street, extending from Broadway in a northwesterly direction to the Delaware River, shall be named West Pittsfield Street.
- KKK. WILLIAM PENN AVENUE - The street and highway, formerly known as William Penn Avenue, extending from East Pittsfield Street in a northwesterly direction to the end, shall be named William Penn Avenue.
- LLL. ZANE STREET - The street and highway, formerly known as Zane Street, extending from Broadway in a southwesterly direction to Oak Street, shall be named Zane Street.



MMM. SANDERLIN DRIVE - That portion of Industrial Park Road running from Tufts Road in a southwesterly direction to its angle connection with the main portion of the said Industrial Park Road shall now be named and known as Sanderlin Drive.

**Sec. 18.1-2            STREET SIGNS.**

Proper signs shall be erected at the intersection of said streets and highways, and other reasonable places showing the names of said streets and highways.

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**ARTICLE 2.            ESTABLISHMENT OF CERTAIN TOWNSHIP STREETS**

**Sec. 18.2-1.            ESTABLISHMENT OF CERTAIN TOWNSHIP STREETS**

- A. CHESTNUT STREET – LOCATION OF CENTER LINE - The center line of Chestnut Street shall begin at a point in the center line of Broadway and run South eighty-five (85) degrees, eleven (11) minutes West, four hundred fourteen and seventy-five hundredths (414.75) feet to the center line of Oak Street.
  
- B. CHESTNUT STREET – CURBS - The extreme width of the street shall be fifty (50) feet or twenty-five (25) feet on either side of the above described center line and parallel therewith, measured at right angles; and the curb lines shall be established at a distance of nineteen (19) feet on either side of said center line parallel therewith, measured at right angles and shall be joined to curbs on intersecting streets by curves of not less than twelve (12) feet radius.
  
- C. CHESTNUT STREET – GRADES - Beginning at the center line of Broadway, with an elevation of eight and eighty-six hundredths (8.86) feet above datum; thence descending at the rate of minus seventy-five hundredths (0.75) per cent to Station 3 plus 00, elevation six and sixty-one hundredths (6.61) feet, thence descending at the rate of minus twenty-seven hundredths (0.27) per cent to Station 4 plus 14.75, elevation six and thirty hundredths (6.30) feet, center line of Oak Street.
  
- D. EAST PITTSFIELD STREET – LOCATION OF CENTER LINE - The center line of East Pittsfield Street shall begin at a point in the center line of Broadway (said point being marked by a drill hole in the concrete pavement) and running thence, with courses deflected from the true meridian, (1) South fifty-four (54) degrees, thirty-two (32) minutes East, six hundred twenty-seven and twenty-five hundredths (627.25) feet to an angle point; thence (2) South fifty-three (53) degrees, fifty-six (56) minutes, thirty (30) seconds East, eight hundred ninety-five and nineteen hundredths (895.19) feet to a point of curve; thence (3) a curve to the northward, described by a radius of three thousand eight hundred nineteen and eighty-three hundredths (3819.83) feet, an arc distance of nine hundred twenty-two and seventy-eight hundredths (922.78) feet to a point of tangent; thence (4) South sixty-seven (67) degrees, forty-seven (47) minutes East, two hundred forty-four and forty-two hundredths (244.42) feet to a point of curve; thence (5) a curve to the southward described by a radius of two thousand eight hundred sixty-four and ninety-three hundredths (2864.93) feet, an arc distance of one hundred twenty and eighty-four hundredths (120.84) feet to a point of tangent; thence (6) South sixty-five (65) degrees, twenty-two (22) minutes East, four hundred forty-nine and forty-five hundredths (449.45) feet to a point of curve; thence (7) a curve to the southward, described by a radius of nine hundred fifty-five and thirty-seven hundredths (955.37) feet, an arc distance of six hundred eight and sixty-one one hundredths (608.61/100) feet to a point of tangent; thence (8) South twenty-eight (28) degrees, fifty-two (52) minutes East, one thousand fifty-six and fifty-nine hundredths (1056.59) feet to a

point of curve; thence (9) a curve to the northward described by a radius of one thousand one hundred forty-six and three tenths (1146.3) feet, an arc distance of eight hundred eighty-three and thirteen hundredths (883.13) feet to a point of tangent; thence (10) South seventy-three (73) degrees, no minutes thirty (30) seconds East, two thousand three hundred fifty-nine and three tenths (2359.3) feet to the center line of Hook Road.

- E. EAST PITTSFIELD STREET – CURBS - The curb line on the southerly side of East Pittsfield Street shall be established by a line parallel with the above described center line and eighteen (18) feet, measured at right angles, distant therefrom. The said southerly curb line shall be so established to a point of eighteen hundred (1800) feet southeasterly from the center line of Broadway. The curb line on the northerly side of East Pittsfield Street shall be established by a line parallel with the above described center line and eighteen (18) feet, measured at right angles, distant therefrom. The said northerly curb line shall be so established to a point twenty-two hundred (2200) feet southeasterly from the center line of Broadway.
- F. FERRY ROAD – LOCATION OF CENTER LINE - The center line of Ferry Road shall begin at a point in the center line of Enlow Place and running thence (1) South forty-four (44) degrees, no minutes, two hundred fifty-five (255) feet to a point of curve, thence (2) along a curve to the northward described by a radius of one thousand four hundred thirty-two and sixty-nine hundredths (1432.69) feet, an arc distance of two hundred eighty-one and thirty-one hundredths (281.31) feet to a point of tangent; thence, (3) South, fifty-five (55) degrees, fifteen (15) minutes East, three hundred three and sixty-eight hundredths (303.68) feet to a point of curve, thence (4) along a curve to the northward described by a radius of three hundred thirty-eight and three tenths (338.3) feet, an arc distance of two hundred thirty-three and six tenths (233.6) feet to a point of tangent; thence (5) North, eighty-five (85) degrees, eleven (11) minutes East, three hundred twenty-one and fifty-two hundredths (321.52) feet to the center line of Broadway.
- G. FERRY ROAD – CURBS - The extreme width shall be fifty (50) feet or twenty-five (25) feet on either side of the above described center line and parallel therewith measured at right angles.
- H. MAIN STREET – LOCATION OF CENTER LINE - The center line of Main Street shall begin at Station 1 + 15.14 about fifty (50) feet southeast of the sea wall along the Delaware River; thence on a course South sixty (60) degrees and three (3) minutes East, two hundred, seventeen and eight-tenths (217.8) feet to an offset at Station 3 + 32.94; thence North twenty-seven (27) degrees and ten (10) minutes East, six and ninety-three hundredths (6.93) feet to a corner; thence South sixty-two (62) degrees and fifty (50) minutes East, seven hundred six and eighty-six hundredths (706.86) feet to an angle at Station 10 + 39.8; thence South sixty-two (62) degrees and forty-six (46) minutes East, two hundred one and four tenths (201.4) feet to an angle at Station 12 + 41.2; thence South sixty-two (62) degrees and twenty-eight (28) minutes East, two hundred fifty-eight and seven tenths

(258.7) feet to a cross-cut in the concrete pavement (directly over an iron bolt now under the pavement) at Station 14 + 99.9.

I. MAIN STREET – CURB LINES.

1. From Station 1 + 15.14 to Station 3 + 13 the northeasterly curb line shall be parallel with the center line above described and nine and twenty-nine hundredths (9.29) feet, measured at right angles, northeasterly therefrom; at Station 3 + 60 the northeasterly curb line shall be nineteen and nine tenths (19.9) feet, measured at right angles, northeasterly from the center line above described and shall extend in a straight line to Station 4 + 69 where the said curb line shall be eighteen and sixty-five hundredths (18.65) feet, measured at right angles, northeasterly from the center line above described; at Station 4 + 90, the northeasterly curb line shall be twenty-three (23) feet, measured at right angles, northeasterly from the center line above described and shall extend in a straight line to Station 5 + 63 where the said curb line shall be twenty-two and five tenths (22.5) feet, measured at right angles, northeasterly from the center line above described; from Station + 68 to Station 13 + 43 the curb line shall be parallel with the center line above described and thirteen and six hundred twenty-five thousandths (13.625) feet, measured at right angles, northeasterly therefrom; and shall extend in a straight line from Station 13 + 43 to Station 14 + 34 where the said curb line shall be eighteen and ninety-six hundredths (18.96) feet, measured at right angles, northeasterly from the center line above described; and shall extend in a straight line from Station 14 + 34 to Station 14 + 73.1 where the said curb line shall be twenty-three and seventy-five hundredths (23.75) feet, measured at right angles, northeasterly from the center line above described.

2. At Station 3 + 13 the southwesterly curb line shall be fourteen and seventy-one hundredths (14.71) feet, measured at right angles, southwesterly from the center line to Station 7 + 19 where the said curb line shall be thirteen and six hundred twenty-five thousandths (13.625) feet, measured at right angles, southwesterly from the center line above described; from Station 7 + 19 to Station 12 + 41.2 the curb line shall be parallel with the center line above described and thirteen and six hundred twenty-five thousandths (13.625) feet, measured at right angles, southwesterly therefrom; and shall extend in a straight line from Station 12 + 41.2 to Station 14 + 73.1 where the curb line shall be six and thirty-eight hundredths (6.38) feet, measured at right angles, southwesterly from the center line above described.

J. MAIN STREET – CURB GRADES - The grade for the top of curbs shall be determined by the elevations which refer to a datum line of mean sea level at Sandy Hook as determined by Geological Survey, as follows:

1. The elevation of the northeasterly curb at Station 1 + 15.14 shall be six and thirty-three hundredths (6.33) feet; thence ascending at the rate of six hundredths (.06) per cent to Station 3 + 13 where the elevation shall be six

and forty-five hundredths (6.45) feet; the elevation of the curb at Station 3 + 60 shall be six and thirty hundredths (6.30) feet; thence ascending at the rate of eleven hundredths (.11) per cent to Station 4 + 69 where the elevation shall be six and forty-two hundredths (6.42) feet; the elevation of the curb at Station 4 + 90 shall be six and ninety-five hundredths (6.95) feet; thence ascending at the rate of twelve hundredths (.12) per cent to Station 5 + 63 where the elevation shall be seven and three hundredths (7.03) feet; the elevation of the curb at Station 5 + 68 shall be six and fifty-three hundredths (6.53) feet; thence ascending at the rate of one hundred twenty-five thousandths (.125) per cent to Station 8 + 24 where the elevation shall be six and eighty-five hundredths (6.85) feet; thence ascending at the rate of four hundred fifty-three thousandths (.453) per cent to Station 11 + 00 where the elevation shall be eight and ten hundredths (8.10) feet; thence descending at the rate of three hundred sixty-four thousandths (.364) per cent to Station 12 + 84 where the elevation shall be seven and forty-three hundredths (7.43) feet; thence ascending at the rate of fifty-six hundredths (.56) per cent to Station 14 + 21 where the elevation shall be eight and twenty hundredths (8.20) feet; thence ascending at the rate of two and fifty-seven hundredths (2.57) per cent to Station 14 + 73.1 where the elevation shall be nine and fifty-four hundredths (9.54) feet.

2. The elevation of the southwesterly curb at Station 3 + 13 shall be six and forty-five hundredths (6.45) feet; thence descending at the rate of fifty-three hundredths (.53) per cent to Station 3 + 60 where the elevation shall be six and twenty-hundredths (6.20) feet; thence ascending at the rate of one hundred eighteen thousandths (.118) per cent to Station 8 + 24 where the elevation shall be six and seventy-five hundredths (6.75) feet; thence ascending at the rate of three hundred sixty-two thousandths (.362) per cent to Station 11 + 00 where the elevation shall be seven and seventy-five hundredths (7.75) feet; thence ascending at the rate of one hundred seventy-four thousandths (.174) per cent to Station 12 + 84 where the elevation shall be seven and forty-three hundredths (7.43) feet; thence ascending at the rate of fifty-nine hundredths (.59) per cent to Station 14 + 21 where the elevation shall be eight and twenty-four hundredths (8.24) feet; thence ascending at the rate of two and sixty-five (2.65) per cent to Station 14 + 73.1 where the elevation shall be nine and sixty-two hundredths (9.62) feet.

- K. MAIN STREET – GUTTERS - The gutters shall be six (6) inches below the top of the curb at the curb lines.
- L. OAK STREET – LOCATION OF CENTER LINE - The center line of Oak Street shall begin at a point in the center line of Chestnut Street, said point being South eighty-five (85) degrees, eleven (11) minutes West, four hundred fourteen and seventy-five hundredths (414.75) feet from the center line of Broadway, and runs

thence South four (4) degrees forty-nine (49) minutes East, five hundred fifty (550) feet to the center line of Wolfe Street, thence continuing same course four hundred fifty (450) feet to the center line of Zane Street (West) thence continuing same course one hundred and twenty-two and fifteen hundredths (122.15) feet to the center line of Zane Street (East).

M. OAK STREET – CURBS - The extreme width of the street shall be fifty (50) feet or twenty-five (25) feet on either side of the above described center line and parallel therewith, measured at right angles; and the curb lines shall be established at a distance of nineteen (19) feet on either side of said center line, and parallel therewith, measured at right angles, and shall be joined to curbs on intersecting streets by curves of not less than twelve (12) feet radius.

N. OAK STREET GRADES - Beginning at the center line of Chestnut Street, with an elevation of six and thirty hundredths (6.30) feet datum; thence ascending at the rate of plus thirty hundredths (.30) per cent to Station 4 plus 50.00, elevation seven and sixty-five hundredths (7.65) feet; thence ascending at the rate of plus twenty-four hundredths (.24) per cent to Station 11 plus twenty-two and fifteen hundredths (22.15), elevation ten and seventy-eight hundredths (10.78) feet, center line of Zane Street (East).

O. SOUTH FRONT STREET.

A street to be known as South Front Street, shall be laid out, opened and established in this Township, to extend from a point near W. D. Acton's Hotel property on Main Street in a southerly direction to connect with Enlow Place on the map or plans of Castleview Heights. The width of said street including sidewalks shall be forty-five (45) feet.

P. WILLIAM PENN AVENUE.

That a new street or road, known as William Penn Avenue, fifty (50) feet in width, be established from the end of the present street known as William Penn Avenue, at East Pittsfield Street, and extending in a general southwesterly direction, a distance of approximately forty-hundredths (.40) miles to South Broadway, near First Avenue.

Q. ZANE STREET – LOCATION OF CENTER LINE - The center line of Zane Street shall begin at a point in the center line of Broadway and run South eighty-five (85) degrees, twenty-six (26) minutes West, four hundred twelve and fifty-five hundredths (412.55) feet to the center line of Oak Street.

R. ZANE STREET – CURBS - The extreme width of the street shall be fifty (50) feet or twenty-five (25) feet on either side of the above described center line and parallel therewith, measured at right angles; and the curb lines shall be established at a

distance of nineteen (19) feet on either side of said center line, and parallel therewith, measured at right angles, and shall be joined to curbs on intersecting streets by curves of not less than twelve (12) feet radius.

- S. ZANE STREET – GRADES - Beginning at the center line of Salem Road, with an elevation of eleven and four hundredths (11.04) feet above datum; thence descending at the rate of minus fifty hundredths (.50) per cent to Station I plus 72.55, elevation ten and fifty-five hundredths (10.55) feet, elevation ten and eighteen hundredths (10.18) feet; thence ascending at the rate of plus twenty-five hundredths (.25) per cent to Station 4 plus 12.55, elevation ten and seventy-eight hundredths (10.78) feet, center line of Oak Street.
- T. WINGATE DRIVE; FIRST SECTION - BEGINNING at a point in the northeasterly edge of New Jersey Avenue where the same is intersected with the southeasterly edge of Prinsen Avenue and from said beginning point runs; thence (1) along the projected northeasterly edge of New Jersey Avenue, passing through land of Samuel L. Carmon, South fifty-six degrees twenty-three minutes East, two hundred eighty-five feet, more or less, to a point in the northwesterly edge of a proposed street; thence (2) along the northwesterly edge of a proposed street, passing through lands of Samuel L. Carmon, Peter J. Chamberlain, the Pennsville Township Board of Education and other lands of Peter J. Chamberlain, North twenty-seven degrees twenty-nine minutes thirty seconds East, one thousand three hundred forty-four and four tenths feet to an angle point; thence (3) along the northerly edge of said proposed street, passing through lands of Peter J. Chamberlain and Earl Williams, North sixty-nine degrees one minute thirty seconds East, seven hundred fifty-six and eight hundredths feet to an angle point; thence (4) along the westerly edge of said proposed street, passing through land of Earl Williams, North twenty degrees one minute thirty seconds East, two hundred thirty-one and seventy-two hundredths feet to a point in the northeasterly edge of Heron Avenue; thence (5) along the northeasterly edge of Heron Avenue, South fifty degrees thirty-four minutes East, sixty-three and sixty-one hundredths feet to a point in line of land of the United States of America; thence (6) along land of the United States of America and along the easterly edge of said proposed street, South twenty degrees one minute thirty seconds West, two hundred thirty-seven and ninety-two hundredths feet to an angle point in said street; thence (7) still along the same and along the southerly edge of said proposed street, South sixty-nine degrees one minute thirty seconds West, seven hundred sixty and sixty-seven hundredths feet to another angle point in said street; thence (8) still along land of the United States of America and along the southeasterly edge of said proposed street, South twenty-seven degrees twenty-nine minutes thirty seconds West, one thousand three hundred seventy-eight and twenty-six hundredths feet to a point in the projected southwesterly edge of New Jersey Avenue; thence (9) along the projected southwesterly edge of New Jersey Avenue, North fifty-six degrees twenty-three minutes West, three hundred fifty and seventy-one hundredths feet to a point at the intersection of the southwesterly edge of New Jersey Avenue with the southeasterly edge of Prinsen Avenue; thence (10) along the southeasterly edge of

Prinsen Avenue, North thirty-three degrees, thirty-seven minutes East, fifty feet to the place of beginning. (06-04-70, Sec. 1) BEING an intended extension of public streets extending from New Jersey Avenue.

- U. WINGATE DRIVE; SECOND SECTION - BEGINNING at a point at a corner of land of the United States of America, said point being South 20 degrees, 01 minute, 30 seconds West 237.92 feet from the intersection of the line of land of the United States of America with the northeasterly edge of Heron Avenue and from said beginning point runs; thence (1) passing through land of the United States of America, and along the southeasterly edge of a proposed street North 69 degrees 01 minute 30 seconds East, 495.54 feet to a point of curve in said street; thence (2) still through land of the United states of America and partly through land of John Heinen and along a curve to the northeast, described by a radius of 1940.08 feet, an arc distance of 1322.99 feet to a point of tangency in said street; thence (3) passing through land of John Heinen and Paul Scull North 29 degrees 57 minutes 13 seconds East, 348.60 feet to a point in the southerly edge of Churchtown Road, thence (4) along the southerly edge of Churchtown Road North 60 degrees 2 minutes 47 seconds West, 60 feet to a point and; thence (5) along the westerly edge of a proposed street and passing through land of Paul Scull and John Heinen South 29 degrees, 57 minutes, 13 seconds West, 348.60 feet to a point of curve in said street; thence (6) along the northwesterly edge of a proposed street and passing through land of John Heinen and the United States of America, and along a curve to the southwest described by a radius of 1880.08 feet, an arc distance of 1282.07 feet to a point of tangency in said street; thence (7) still along the northwesterly edge of a proposed street and passing through land of the United States of America, South 69 degrees, 01 minute 30 seconds West, 443.28 feet to a point in line of land of the United States of America; and thence (8) along land of the United States of America, South 20 degrees, 01 minute 30 seconds West, 79.50 feet to the place of beginning. (07-01-71, Sec. 1) CONTAINING within said bounds 2.92 acres, be the same more or less BEING a portion of a proposed street, 60 feet in width, to be known as Wingate Drive, extending from Heron Avenue to Churchtown Road.
- V. BLOCK 2601, LOT 64 (HAPPY HARRY'S) - Beginning at a point in the easterly edge of South Broadway, New Jersey State Highway Route 49 (49.50 feet wide) at corner of Lot 63, Block 2601, land of the United States Postal Service, as shown on Sheet 26 of the Pennsville Township Tax Assessment Map said oint being South 12 degrees 32 minutes 00 seconds East 1665 feet from a point at the intersection of the easterly edge of South Broadway with the southerly edge of William Penn Avenue and from said point of beginning runs; thence (1) along Lot No. 63, land of the United States Postal Service, and along a curve to the east described by a radius of 35.00 feet, and arc distance of 54.98 feet to a point of tangent; thence (2) still along the same, North 77 degrees 28 minutes 00 seconds East 465.00 feet to a point at a corner of Lot 63 in line of Lot No. 64, land of Riverview Ford Lincoln Mercury and at a proposed point of curve; thence (3) along the new lot line of Lot No. 64, land of Riverview Ford Lincoln Mercury, and along a curve to the north



described by a radius of 25.00 feet an arc distance of 24.16 feet to a point of reverse curve; thence (4) still along the same and along a curve to the east described by a radius of 63.00 feet, an arc distance of 319.70 feet to a point of reverse curve; thence (5) continuing along the new lot line of Lot No. 64, land of Riverview Ford Lincoln Mercury, and along a curve to the west described by a radius of 25.00 feet an arc distance of 24.16 feet to a concrete monument found at a corner of Lot No. 64 and Lot No. 62, land now or formerly, Luigi and Maryanne DiMarco; thence (6) along Lot No. 62, land now or formerly Luigi and Maryanne DiMarco, South 77 degrees 28 minutes 00 seconds West 465.00 feet to an iron pipe found at a corner of Lot No. 62; thence (7) still along the same and along a curve to the south described by a radius of 35.00 feet an arc distance of 54.98 feet to a drill hole found at a point of tangent in the easterly edge of South Broadway; thence (8) along the easterly edge of South Broadway, North 12 degrees 32 minutes 00 seconds West 120.00 feet to the point of beginning.

- W. WAWA BOULEVARD – Beginning at a rebar found marked “Seeberger” where the southerly line of Old Pennsville-Auburn Road (R.O.W. varies) is intersected by the westerly line of Block 401, Lot 3 and running; then S 78 degrees 15' 07" W along Block 401, Lot 3 a distance of 34.38 feet to a PK nail found; thence S 08 degrees 51' 07" W continuing along same and along Block 401, Lot 2 a distance of 318.35 feet to an iron pipe found; thence N 53 degrees 46' 18" W along Block 401, Lot 8 a distance of 16.12 feet to a concrete monument found; then S 11 degrees 54' 07" W continuing along same a distance of 129.60 feet to a point; thence N 62 degrees 46' 53" W along the northerly line of Lippincott Avenue a distance of 94.53 feet to a point; thence along the westerly line of proposed Connector Road (R.O.W. varies) on a curve to the left having a radius of 62.00 feet, a central angle of 32 degrees 26' 34", an arc length of 35.11 feet, a chord bearing N 79 degrees 56' 47" E, a chord distance of 34.64 feet to appoint of compound curvature; thence continuing along same on a curve to the left having a radius of 32.00 feet, a central angle of 35 degrees 44' 12", an arc length of 19196 feet, a chord bearing N 45 degrees 51'25" E, a chord distance of 19.64 feet to a point of compound curvature; thence continuing along same on a curve to the left having a radius of 187.00 feet, a central angle of 19 degrees 08' 11", an arc length of 62.46, a chord bearing N 18 degrees 25' 13" E, a chord distance of 62.17 feet to a point of tangency; thence N 08 degrees 51' 07" E along same distance of 301.10 feet to a point of curvature; thence along a curve to the left connecting the westerly line of the proposed Connector Road with the southerly line of Old Pennsville-Auburn road having a radius of 52.00 feet, a central angle of 65 degrees 44' 23", an arc length of 59.66 feet, a chord bearing N 24 degrees 01' 04" W, a chord distance of 56.44 feet to a point; thence along the southerly line of Old Pennsville-Auburn Road on a curve to the right having a radius of 895.00 feet, a central angle of 07 degrees 39' 54", an arc length of 119.73 feet, a chord bearing S 74 degrees 24' 13" W, a chord distance of 119.64 feet to the point and place of beginning. Containing 25,377 square feet or 0.583 acres more or less.

**ARTICLE 3.                  STREET OPENINGS AND EXCAVATIONS**

**Sec. 18.3-1.                  TITLE**

This ordinance may be cited as the street openings and excavation ordinance of the Township of Pennsville

**Sec. 18.3-2.                  PERMIT REQUIRED.**

It shall be unlawful for any person, partnership, association, or corporation to cut, break into, excavate or open into any road, street, avenue, highway or sidewalk in the Township of Pennsville, or any portion of the right-of-way, without first making application to the Certified Public Works Manager (hereinafter referred to as Manager) or his designee, stating the kind, character, and purpose of the proposed excavation or opening, and such other information which maybe reasonably required to fulfill the requirements of this Article. Applications shall be accompanied by two (2) copies of a scaled plan, showing its location and size, to be distributed, both copies to the Manager. There shall be obtained from the Manager a permit for each and every opening.

Any person, partnership, association, or corporation making application to the Manager to cut, break into, excavate or open any road, street, avenue, highway or sidewalk in the Township of Pennsville, or any portion of the right-of-way within five (5) years of the road, street, avenue, highway or sidewalk having been paved or repaved, shall be denied a permit except upon a majority vote of the Township Committee after presentation and consideration of the application hereof, the Township Committee being satisfied that one (1) or more of the following reasons exist making it necessary to grant a permit:

1. An emergency situation exists.
2. The necessity and purpose for opening the surface of the street could not have been and was not discovered by the applicant prior to the time of paving or repaving and the applicant is bound by the actions of any predecessor in title to his lands in this respect.
3. The best interest of the Township and its residents require that the permit be granted.

**Sec. 18.3-3.                  ISSUANCE OF PERMIT.**

Permits shall be issued subject to the terms hereof, by the Manager, upon the approval of the application by the Manager, which approval shall be given if the application and plans conform to the requirements of this Article and provide for the work to be performed in accordance with the current New Jersey State Highway Department

Standard Specification for Road and Bridge Construction. Permit (application and plans) must be signed by the Township’s Manager to be valid.

**Sec. 18.3-4. REVIEW AND INSPECTION.**

Upon review and approval of permit (application and plan), with any necessary revisions, the Manager shall return one (1) signed set of same to the applicant.

**Sec. 18.3-5. TIME LIMIT OF VALID PERMIT.**

The permit for street openings shall be valid, as prescribed herein, for a period of one (1) year from the date of issuance. All proposed work and all temporary and permanent repairs shall be completed in this one-year period, after which the security deposit will be returned if all repairs are completed to the satisfaction of the Manager.

**Sec. 18.3-6. TIME SEQUENCE OF PERMIT AND REPAIRS**

A. The proposed construction shown on the permit (application and plan) shall proceed, during the one-year permit period, in accordance with the following phase sequence:

<b>Time Frame</b>	<b>Action Time (months)</b>	<b>Activity</b>
1 <sup>st</sup> to 2 <sup>nd</sup> month	2	Proposed construction and all temporary repairs to be completed
2 <sup>nd</sup> month	2 weeks	Temporary repairs removed and permanent concrete repairs completed
2 <sup>nd</sup> to 6 <sup>th</sup> month	4	Time period to allow disturbed subsurface soil to settle and/or compact (streets)
6 <sup>th</sup> to 7 <sup>th</sup> month	1	Temporary repairs removed and permanent repairs completed
7 <sup>th</sup> to 12 <sup>th</sup> month	5	Time period for permanent repairs to be tested and inspected

B. The one-year permit validation period may be changed or revised as may be necessary when recommendation by the Manager is reviewed and approved by the Township Committee.

**Sec. 18.3-7. FEES AND CASH SECURITY PERFORMANCE DEPOSIT**

Before an issuance of any street opening permit, fees and cash security performance deposit shall be received in the office of the Township Clerk as follows:

- A. Single Street openings involving only one (1) lot frontage
  - (1) Filing fee (non-refundable) – One Hundred Dollars (\$100)
  - (2) Manager review and inspection fee (non-refundable) – Two Hundred Dollars (\$200)
  - (3) Restoration Bond – One Thousand Dollars (\$1,000)

Note: Manager shall make a recommendation for an additional cash security performance deposit should the project repair cost exceed the initial cash security performance deposit.

- B. Multiple openings per street per application during a one (1) year period commencing on January 1 and ending December 31.
  - (1) Filing fee (non-refundable) – One Hundred Dollars (\$100)
  - (2) Manager review and inspection fee (non-refundable) – Five Hundred Dollars (\$500)
  - (3) Restoration Bond – Five Thousand Dollars (\$5,000) for a period of one year
  - (4) For utility companies and/or contractors anticipating numerous multiple road opening permits per calendar year, the applicant may post a one time Ten Thousand Dollar (\$10,000) cash security deposit for a one (1) year period beginning January 1<sup>st</sup> and ending December 31<sup>st</sup>. However, the applicant must submit the appropriate filing, review and inspection fees on a per application basis.

**Sec. 18.3-8 BACKFILLING AND REPAVING**

Upon such notice to the Manager and under his inspection, the contractor securing the permit hereunder shall immediately, after completing the work necessitating the excavating or opening, refill with material suitable to the Manager, properly tamped, and restore the excavation or opening with a temporary cover as follows: earth and gravel roads with gravel not less than eight (8) inches thick, all other roads with four (4) inches of bituminous stabilized base coarse Mix I-2 and all walkways with four (4) inches of bituminous cold patch. The applicant shall maintain the area of excavation free from pot holes and depressions until the final surface has been applied and approved. The final surface for streets shall require the milling of two (2) inches of stabilized base coarse and installation of two (2) inches of bituminous surface coarse I-5. The final surface for sidewalks shall be four (4) inches thick class (B) concrete.

**Sec. 18.3-9 COMPLETION OF REPAIRS BY TOWNSHIP**

If the Township completes either temporary or permanent repairs following a street opening, all costs incurred by the Township shall be deducted from the Restoration Bond along with new filing fee and new Manager inspection and review fees. Costs for such repairs shall include but shall not be limited to all labor, wages, supervision, equipment, materials, gas, oil and advertising.

If the Township completes both temporary and permanent repairs, the entire Restoration Bond shall be made available at a cost incurred by the Township to affect said repairs, with the balance of the deposit, if any, to be credited to the general revenues of the Township. The holder of permit shall be considered in default on the permit when the applicant fails to make needed repairs within ten (10) days after written, regular mail notification from the Manager. After a permit is in default, Township shall make all necessary repairs without any further notification to the holder of permit.

**Sec. 18.3-10 RESTRICTIONS**

Unless written permission is obtained from the Manager, no permit holder shall be allowed permission to cut, break into, excavate or open a road, street, avenue or highway for a greater distance than three hundred (300) feet at one time, or keep the same open for a period longer than on (1) week. For the period during which such road, street, avenue or highway is being cut, broken into, excavated or opened by the permit holder, there shall be provided by the permit holder a space of street level of at least ten (10) feet in width for the purpose of allowing vehicles free and unimpeded to use the same. In no event shall a permit be valid for a period of time in excess of sixty (60) days after its issuance without the written approval of the Manager.

**Sec. 18.3-11            WORK REGULATIONS**

All cuts, breaks, excavations or opening shall conform in size to the application on which the permit is based and shall be performed in neat, even and rectangular sections. All excavations to a depth of four (4) feet or over, and such other excavations as may be required by the Manager shall be shored and braced to support the walls of the trench in accordance with applicable OSHA regulations for the protection of workmen and to prevent the unintentional widening of the trench.

**Sec. 18.3-12            SAFETY PRECAUTIONS**

All permit holders shall, whenever any cut, excavation or opening would be dangerous if left exposed, erect a suitable barricade or railing (in accordance with MUTCD Manual) around the same in such manner as to prevent danger to pedestrians or vehicles and place upon such fence or railing and upon any building materials and appliances suitable and sufficient warning lights during the period of darkness.

**Sec. 18.3-13            MAINTENANCE OF AREA**

All permit holders shall keep the area of their work clear of dirt and debris at all times and shall carry away and dispose of excess dirt, debris and other materials resulting from their work.

**Sec. 18.3-14            DISPOSITION OF MONIES**

All monies received hereunder by the Public Works Department shall be accounted for and deposited with the Township's Chief Financial Officer.

**Sec. 18.3-15            EMERGENCIES**

In case of any emergency involving any underground gas, water, sewer, telephone or electric facility, where immediate repair is imperative to prevent loss of damage to streets or property or discontinuance of service, it shall not be necessary to obtain a permit before commencing such repair, but such permit shall be obtained within two (2) days thereafter, and this section shall not be held or taken in any case to exempt the person, partnership, association, or corporation repairing said facility from any other of the provisions of this Article.

**Sec. 18.3-16            EXCEPTIONS**

The terms of this Article shall not apply to a street in any subdivision approved by the Pennsville Township Planning Board prior to acceptance of the said street for

maintenance by the Township. In addition, Township departments, as well as Township Sewerage Authority, shall be exempt from the provisions of this Article.

**Sec. 18.3-17 VIOLATIONS AND PENALTIES**

A. Any person to whom a permit is issued who fails to provide the appropriate notices to either the Township, the Manager of Public Works, or any other Township employee charged with the responsibility of inspecting said street opening shall be required to reimburse the Township of Pennsville for any and all costs incurred in correcting any deficiencies in the street opening or the subsequent repair of same.

B. Any person violating or failing to comply with any of the provisions of this chapter shall, in addition to the liability as set forth above, upon conviction thereof, be subject to a fine of not less than Five Hundred Dollars (\$500.00) and may be imprisoned for a term not to exceed ninety (90) days at the discretion of the Municipal Court Judge. Each day such violations if committed or permitted to continue shall constitute a separate and distinct offense and shall be punishable as same.

**Sec. 18.3-18 SOUTH JERSEY GAS COMPANY CONSENT**

Exclusive consent and permission is hereby granted to South Jersey Gas Company to lay and construct its pipes and mains and related appurtenances and facilities within the streets, alleys, squares and public places within the Township of Pennsville in a manner prescribed by NJSA 48:9-21, and subject to reasonable regulations imposed by ordinance or resolution with respect to the opening of streets and public places, subject to approval of such consent and permission by the Board of Public Utilities. This consent is granted for the entire geographical area of the Township of Pennsville and shall remain in effect for a period of fifty (50) years from the date of final adoption of this Ordinance (adopted 11/17/2014)

**ARTICLE 4.**            **DESIGNATING NAMES TO PUBLIC STREETS,  
WAYS, BUILDINGS AND OTHER PLACES**

**Sec. 18.4-1.**            **PREAMBLE.**

Notwithstanding the inherent right of the Township to establish and approve the designation of public streets, ways, buildings and places under the jurisdiction of the Township, it is the intention herein to prescribe the manner in which such areas shall be named and designated.

**Sec. 18.4-2.**            **EXISTING DESIGNATIONS.**

Any of the public streets, ways, buildings and places of the Township shall continue under their present designations unless specifically changed in accordance with this regulation.

**Sec. 18.4-3.**            **STANDARDS.**

In the process of assigning a name or designation of such area, the following standards shall be given due consideration:

- (A) Prevention of duplication or confusion.
- (B) Provide continuity of neighborhood system of naming.
- (C) Allow preference to private selection desired by developer in creation of new areas.
- (D) Provide a relationship designation to a particular use or prominent incident attached to the location.
- (E) Establish personage dedication for memorial or other noteworthy or meritorious reason.

**Sec. 18.4-4.**            **DESIGNATING AUTHORITY.**

The Township Planning Board is authorized to grant approvals of designation in connection with development applications coming before such Boards as newly established areas. Otherwise, the Township Committee reserves the right to establish such designation by ordinance, from time to time, as occasions may occur upon its own motion or in response to request brought before it in accordance with and to fulfill the standards provided for herein.



**Sec. 18.4-5 DESIGNATION OF BLECKLEY WAY.**

There is hereby established a designation of the area described as roadway in the Riverview Beach Park premises of the Township extending from North Broadway and running generally west through the Park to the bulkhead promenade. Such area of roadway shall be named and designated as **BLECKLEY WAY**.

This area is designated in recognition of the contributions made by the late Edward J. Bleckley, as a former Township Committeeman and Mayor of the Township, and in more particular, his efforts and leadership in the acquisition of the Riverview Beach Park property as a public park and recreation area.

By this designation, the area location shall be posted with an approved sign bearing the name of **BLECKLEY WAY**.

This Ordinance shall take effect as of September 6, 1986, on the 10th. anniversary of Septemberfest Day, which term was applied to this public event by the said Edward J. Bleckley, and upon adoption and publication in accordance with law.

**Sec. 18.4.6 DESIGNATION OF DENISE PLAYGROUND.**

There is hereby established a designation of the playground area located in the Valley Park Section off Paterson Avenue. Such area shall be named and designated as **DENISE PLAYGROUND**.

This area is designated in memorial to Denise Starcevich, who met an untimely death at the age of 9 years; who lost her life in a difficult battle against cancer, and who, during her life, enjoyed some happiness as a regular user of the playground facility.

By this designation, the area location shall be posted with an approved sign bearing the name **DENISE PLAYGROUND**.

**Sec. 18.4-7                    CHANGING THE NAME OF SUPAWNA ROAD,**

The Mayor and members of the Township Committee of the Township of Pennsville have determined that confusion exists with the numbering of residences located on Supawna Road, a thorofare located entirely within the confines of the Township of Pennsville; and Supawna Road runs in both an easterly and westerly direction from State Highway, Route 49; and in order to relieve the confusion which exists, as set forth above, the Township Committee has decided to divide the roadway into an eastern section and western section,

Now therefore be it ordained by the Mayor and members of the Township Committee of the Township of Pennsville that the section of Supawna Road running in a generally westerly direction from Route 49 shall be known as West Supawna Road, and

Be it further ordained that the section of Supawna Road running in a generally easterly direction from Route 49 shall be known as Supawna Road,

Be it further ordained that the owners of residences along the roadway in question shall be permitted to retain their current house numbers; however, in the future, those owners with residences on the west side of Supawna Road shall include the word West in their address.

**Sec. 18.4-8                    CHANGING THE NAME OF WASHINGTON DRIVE,**

The Mayor and members of the Township Committee of the Township of Pennsville are aware that there are two roadways within the Township, one in the Churchtown area and one in the Penn Beach area, both having the name Washington Drive, and the existence of the two roadways as mentioned above, both with the same name, creates a potentially confusing situation for Township residents, and for those who visit the residences along the streets in question, including police and rescue personnel; and the Township Committee has determined that it is both necessary and proper to rename one of the two roadways in order to relieve the confusion which exists as set forth above.

Now there for be it ordained that the Mayor and members of the Township Committee of the Township of Pennsville that the roadway located in Penn Beach, known as Washington Drive, shall be henceforth known as South Washington Drive; and

Be it further ordained that the section of Washington Drive located in the Churchtown area shall continue to be known as Washington Drive.

Be it further ordained that the owners of residences along the roadways in question shall be permitted to retain their current house numbers; however, in the future, those owners with residences located on the Washington Drive located in the Penn Beach area shall include the word South in their address.

**Sec. 18.4-9**

**CHANGING THE NAME OF VICTORY STREET**

The Mayor and members of the Township Committee of the Township of Pennsville have determined that the roadway known as Victory Street is commonly referred to, by members of the Community, as Victory Avenue; and the street signs located on the roadway in question read "Victory Avenue"; and in order to relieve the confusion which exists with regard to the name of the roadway in question, the Township Committee has decided to change the name of Victory Street to Victory Avenue.

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**ARTICLE 5                    PENNSVILLE TOWNSHIP ADOPT-A-ROAD PROGRAM**

**Sec. 18.5-1                    PENNSVILLE TOWNSHIP ADOPT-A-ROAD PROGRAM**

The Township Committee of the Township of Pennsville hereby establishes the Pennsville Township Adopt-A-Road Program.

**Sec. 18.5-2                    APPLICATION**

Any person or groups of persons, notwithstanding age, may petition the Township Committee of the Township of Pennsville to participate in the Pennsville Township Adopt-A-Road Program.

**Sec. 18.5-3                    APPLICATION REQUIREMENTS**

Any person or group of persons interested in participating in the Pennsville Township Adopt-A-Road Program shall complete the application form available in the office of the Township Clerk which completed application shall be filed with the Township Clerk.

**Sec. 18.5-4                    SEQUENCE APPLICATION REVIEW**

The application shall be reviewed by the Township Clerk and the Principal Public Works Manager for their review and comment with regard to the feasibility and compatibility of the person or group of persons participating in the program, taking into consideration the specific needs of the Highway Department.

**Sec. 18.5-5                    AUTHORIZATION BY THE TOWNSHIP COMMITTEE**

The Township Committee of the Township of Pennsville, after receipt and review of reports of the Clerk and Principal Public Works Manager, shall, in their sole discretion, adopt a resolution authorizing the person or group of persons to begin a program of care and maintenance of the road set forth on the application.

**Sec. 18.5-6                    ADDITIONAL REQUIREMENTS**

The application for participation in this program shall set forth what steps and what actions the particular person or groups of persons are going to take to provide for the continuous care and maintenance of the street or streets set forth in the comments section of the application from debris, trash and refuse.

**Sec. 18.5-7                   REQUEST FOR REVIEW, RECOMMENDATION BY TOWNSHIP COMMITTEE**

After a period of not less than 6 months, the person or group of persons who have petitioned the Township Committee for approval of their application shall request that the Committee review their actions over a 6-month period. After the Committee has completed its review, it shall then, in its sole discretion, adopt a resolution to post said road as “adopted road”, naming the person or group of persons who have become the adoptive parent or parents of said road.

**Sec. 18.5-8                   PARTICIPATION NOT DEEMED TOWNSHIP EMPLOYEES – TOWNSHIP HELD HARMLESS**

No person or groups of persons who perform any work or services under this program shall be deemed to be an employee of the Township of Pennsville; but rather they shall be considered volunteers, and the Township shall be held harmless from any negligent or careless acts of the individual or individuals in the performance of any functions under this program. When the application is submitted to the Township Clerk, it shall be accompanied by a properly executed Release/Save Harmless Agreement, a copy of which is available in the office of the Township Clerk.

**Sec. 18.5-9                   SAFETY REQUIREMENTS**

A person or groups of persons participating in the program shall strictly comply with the safety requirements set forth on by the Township, a copy which is available in the office of the Township Clerk.

**Sec. 18.5-10                 EQUIPMENT NOT SUPPLIED BY THE TOWNSHIP OF PENNSVILLE**

The Township of Pennsville shall not supply any tools, equipment or supplies to this program other than orange vests for safety purposes and trash bags.

