

Werner
SPECIAL MEETING OF THE COLLEGE TOWNSHIP BOARD OF SUPERVISORS HELD ON APRIL
8, 1969

A special meeting of the College Township Board of Supervisors was held in the Municipal Building at 7:30 p.m. on April 8, 1969. All supervisors were present.

There were two items for consideration at the special meeting -- a discussion of the proposed reconstruction of Whitehall Road and consideration of a replot and extension to the Centre Hills subdivision of Mr. Kissinger.

Present at the meeting were about 15 residents of the township, Mr. David F. Bobanick, Assistant District Engineer, Pennsylvania Highway Department, Clearfield along with Mr. Shaffer of the same department, and Bill Power, Centre Regional Planning Commission.

Mr. Power briefly reviewed the previous action concerning the Whitehall Road Relocation. He stated that at a previous hearing held by the township the Regional Planning Commission had been requested to determine whether a different route was possible. One specific suggestion had been for a route leaving the present road west of Everhart Village and dipping behind Everhart Village. Mr. Power said that such a route would add from 4,000 to 5,000 more feet to the proposed road and this additional footage would have to be paid for, either by the local community or by future developers.

Mr. Levine stated that, as shown on the map presented to the meeting, the Highway Department had moved the proposed route further north of present Whitehall Road to avoid cutting too close to property lines. The question to be resolved tonight was the possible effect of the cuts and fills proposed on adjoining property.

Mr. Bobanick stated that the Highway Department had originally proposed the improvement of Branch Road below Route #322, but that local officials had requested that Whitehall Road be improved and linked with University Drive instead of the Branch Road Project. He said that from an engineering standpoint the proposed Whitehall Relocation was good planning; however, this project would cost approximately \$350,000 more than presently allocated. At this time, the Highway Department did not have the funds to build the road and the actual area of the road relocated might have to be shortened.

He said the project had been designed with the minimum cuts and fills consistent with a safe facility. He stated that in the area in front of the houses in Everhart Village, the cut would be approximately 4 feet horizontal to one foot vertical rise. He said that the new map presented had been changed somewhat, particularly in the area near University Drive to make a safe intersection. At the point where the proposed road would pass Mr. Joiner's property, the top of the slope would be approximately 240 feet off the edge of the road. The roadway would be 24 feet plus the area needed for proper ditching to take care of drainage.

At this point a short recess was declared so that residents could look at the map with Mr. Bobanick and Mr. Power.

Mrs. Robert Everhart asked why Whitehall Road could not be left as it is with the "S" curve removed and the balance of the money spent on improving Branch Road.

Mr. Power stated that there was need for a collective road that would take traffic around the south end of the Borough of State College since that area would be developed in the near future. He hoped that the road would be built before the area became built up. He displayed the map of the Regional Road Plan and outlined the outer loop of roads around State College and the inner loop, of which the relocated Whitehall Road was a part.

Mr. William Yendol asked if the Planning Commission had knowledge of any traffic counts to substantiate traffic patterns in this area.

Mr. Power stated that there had been no traffic counts, but that the Commission had prepared studies of the number of persons living in various areas as Lemont, Patton Township, Houserville, etc., the number who worked at the University, H. R.B. Singer, downtown State College, who travel to Nittany Mall, and who commute to the State College Area from other communities. From these studies, the Commission has a good idea of the present traffic pattern and from approved subdivisions in the Centre Region, they can project future traffic patterns. These studies have demonstrated the need for the improvement of Whitehall Road as part of the collector road system carrying traffic around the downtown area of State College and the University.

Mr. Yendol asked if the Commission had included the area around Whitehall Road in their study.

Mr. Power said that they had studied separately the area of Everhart Village and the rest of the area around Whitehall Road, including the use of the road by persons from Pine Grove Mills and the rest of Ferguson township.

Mr. Yendol asked if the possibility of using Branch Road for a possible substitute bypass road had been dropped.

Mr. Elliott stated, "The Borough did it for you!"

Mr. Powers answered that the Borough had nothing to do with the decision to develop Whitehall Road. The recommendation for Branch Road had been considered by the Commission and originally recommended, but after further study of the traffic problems of the area, the Commission had changed its recommendation for two reasons: One, the Commission felt that the Branch Road proposal would not carry the traffic load or relieve the traffic congestion problem facing the area. Two, the improvement of Branch Road would promote development along the Road and such development would provide a source of danger to the area water supply.

In answer to questions, Mr. Power said that a speed limit of 35 miles an hour could be posted on Whitehall Road. When Mr. Yendol inquired whether that meant the speed limit would be imposed rather than could be imposed, he was assured that the township would request the 35-mile an hour speed limit. Mr. Levine stated that the only problem the Highway Department could not solve was the prohibition of truck traffic, since such traffic could not be forbidden on a state road.

In answer to questions concerning the width of the proposed road and the height of the roadbed, Mr. Bobanick stated that at the point the road passed Campbell Drive, the proposed road would be 20 feet north of the present road, the road would not touch anyone's property and the proposed roadbed would be two feet

under the existing roadbed, essentially the same as a city street but with shoulders.

In answer to a question about curbing and sidewalks, Mr. Bobanick stated that their installation would be up to the township.

Mr. Ziegler inquired about the future operation of the part of Whitehall Road that would not be rebuilt. The supervisors stated that it would be maintained as a township and borough road open to two-way traffic as usual.

Mr. and Mrs. Everhart asked questions concerning the effect the cut would have on their farm and on their access across the road. Mr. Bobanick said the cut would be from 2 to 3 feet and that access roads and driveways would be provided.

In answer to a question from Mr. Levine about what possible effect the relocation might have on his farm, Mr. Everhart stated that it was not possible to be sure at this point, but that some difficulties with drainage, etc. might occur.

In every case, Mr. Bobanick stated that the Highway Department would make the necessary adjustments in driveways to conform to the new roadbed.

Mrs. Everhart stated that Branch Road was in a deplorable condition, that it was not possible for two cars to pass at some points unless one car pulled off to the side, that the sides of the road were deep mud and that at one place you could see the creek through a hole in the side of the road. She stated that there was considerable traffic along the road daily to a dairy located near Route #45, but that the road had been deteriorating for some time.

Mr. Williams agreed that the road was in poor condition. He said that it had been graded and widened, but that no stone had been put on the graded area, and, as a result, the areas had become very muddy.

The Board asked Mr. Williams to contact the Highway Department at Clearfield to discuss improvements to Branch Road. Mr. Bobanick said that he would report the problem to the Maintenance Department.

A question was asked concerning the possibilities of extending Waupelani Drive south down to Branch Road. Mr. Power stated that eventually, as it developed, Waupelani Drive would be extended south of Whitehall Road, but that the real need now was to get the traffic moving efficiently outside the Borough and safely across #322, and the only good intersection was at University Drive.

The supervisors delayed action on the Whitehall Road Relocation to allow all residents of the area an opportunity to study the map. They will act on the proposal at the regular meeting in May.

Mr. Gordon Kissinger and Mr. Stanley Hoy presented a final plan for a replot and extension of lots in Centre Hills subdivision, as recommended by the Planning Commission, with the provision that contour lines be shown on the final plan. Deed restrictions and a letter concerning the developer's plan for sewer lines were to be presented with the plan.

In the discussion of the plan, Mr. Kissinger stated that the street names had been checked with the Regional Planning Commission to avoid duplication. Contour lines had been placed on the final plan. Mr. Kissinger stated that it was almost impossible for a developer to get a performance bond, but that he

he would put up a personal bond for the amount of the improvements as required by the Subdivision Ordinance. He stated that in Spring Township, they have prepared an agreement whereby the township accepts the builder's personal bond for financial responsibility. He had discussed this with Mr. McCormick the township solicitor, who was going to secure a copy of the agreement used in Spring Township to see whether it would meet the requirements of the township's ordinance. Mr. Kissinger said such a bond agreement would make it possible for the township to take action against the developer if he did not install improvements as required. The supervisors were agreeable to such a bonding agreement provided it was acceptable to the township solicitor, Mr. McCormick.

Mr. Kissinger said that he had met with the College-Harris Joint Authority to discuss the sewer installation and to work out an arrangement agreeable to them. The Authority was to write a letter to the supervisors concerning this. Mr. Kissinger stated that by agreement with the buyers of the lots in his subdivision, he had to pave the streets, and his problem was to provide for sewer installation without having the streets torn up at a later date, since Dalevue was excluded along with the Centre Hills subdivision from the sewer lines at this time. He proposed to have the sewer plans prepared for the entire area, have them approved by the Authority and obtain a permit for a capped sewer system from Harrisburg if required. (See attached letter- Exhibit 1) Mr. Kissinger stated that he would send the supervisors a letter concerning the sewer plans and also send a copy of the deed restrictions. (See attached Exhibits 2,3 and 4).

The Board approved the final plan for the replot and extension of the Centre Hills subdivision, subject to approval of the sewer plan by the College-Harris Joint Authority, approval of the performance guarantee by the solicitor and receipt of the deed restrictions.

The meeting adjourned at 9:00 p.m.

Respectfully submitted,

Lester M. Weaver, Secretary