

COLLEGE TOWNSHIP COUNCIL
FIRST REGULAR MONTHLY MEETING
AND A PUBLIC HEARING
THURSDAY JUNE 9, 1983

The first regular meeting for the month of June (encompassing a Public Hearing on four (4) separate Ordinances) was called to order at 7:30 P.M. by Chairman Dargitz in the College Township Municipal Building.

Members present: Donald E. Bailey, Gale L. Dargitz - Chairman, J. Carroll Dean, Herbert W. Stewart, Dolores A. Taricani

Others present: C. Thomas Lechner - Manager
Robert L. Hayden - Treasurer

OPEN DISCUSSION -- SEWAGE RATES SINK

Dave Allison, of the College-Harris Joint Authority, advised that a price decrease has been in effect since April 1, 1983. He also said that a 10% discount is now available to those customers wishing to pay their bills a year in advance.

OPEN DISCUSSION -- LOCAL CONTROL OF PIKE STREET URGED BY LEMONT BUSINESS COMMUNITY

Barbara Dean, representing the Lemont Business Community, read a statement to Council advocating the Township's take-over of Pike Street. The Lemont merchants believe that local control of Pike Street would result in slower moving traffic, eliminate heavy through truck traffic, and promote pedestrian traffic, thereby revitalizing the district to its historic position as a small business community and preserving the community's feel of the Victorian era.

MINUTES OF PREVIOUS MEETINGS

Minutes of May 12, 1983 Meeting were approved, with the following revision: the name of the property owner on Page 3, Paragraph 2, was corrected to read Jim Weir.

Minutes of May 26, 1983 Meeting were approved as distributed.

Bailey moved; Stewart seconded.

MANAGER'S UPDATE

In response to Taricani's questioning of Item 1 under the May 12, 1983 Meeting, Manager Lechner replied that Carl Fairbanks had placed a discussion on the Cemetery Road traffic problem on the Borough's Agenda earlier that week. Resolution of this problem, he was informed by Fairbanks, has been delayed because of the legal problem of installing a stop sign on a private road (at the crossroads of the Centre Hills Country Club).

FINANCIAL REPORT

In response to Dargitz's questioning, Treasurer Hayden explained that most of the changes between this year's and last year's rate of spending in the General Maintenance Account #430 are due to the use of different budgeting formats.

Taricani then moved and Stewart seconded that the Financial Report be received. The motion was carried.

CORRESPONDENCE

The Township had received the following communications:

1. Copy of a June 2, 1983 letter from PennDOT to all property owners adjacent to the South Atherton Street Bikeway Project.
2. Letter from State College Bureau of Police Services supporting the concept of eliminating duplicate street names.
3. Letter dated May 31, 1983 from Calvin Zimmerman, Developer of Penn Hills PRD, stating his support for the renaming of a portion of Buchenhorst Road.
4. Letter dated May 31, 1983 from Dahmuber-Chami opposing the renaming of Buchenhorst Road.
5. Letter dated June 2, 1983 from Postmaster P. E. Mackes requesting that Buchenhorst Road be renamed to avoid delivery problems. Postmaster Mackes advised that the Post Office will deliver mail under both street names for a period of one year.
6. Letter dated May 25, 1983 from the Centre County Commissioners thanking the Council Members for their support of General Revenue Sharing. A copy of the Commissioners letter to the President was attached.
7. Letter dated June 2, 1983 from Township Resident Carol Kersavage requesting mid-day bus service to Houserville. A petition and supporting correspondence were attached.

BUSINESS

1. CONSIDERATION OF REVISED CATA BUDGET.

Since last proposed, Dargitz explained, CATA's Budget has undergone two significant changes: 1) the Centre Community Hospital has agreed, dependent upon sufficient employee interest, to bear the local share of the costs for the Hospital Bus Run and, 2) the Nittany Mall has agreed to support the "X" Route to the Mall for a total of \$2,500.

BUSINESS (Cont.)

College Township's share for the fiscal year beginning July 1, 1983 and ending June 30, 1984, has thus been adjusted from \$13,100 to \$11,715, Dargitz said, an \$865 savings over last year's budget of \$12,580.

Taricani then moved to approve the 1983-84 CATA Budget as revised June 1, 1983. Stewart seconded and the motion carried.

PLANS FOR APPROVAL

1. RALLIS PRELIMINARY-FINAL SUBDIVISION PLAN.

Dave O'Connell, of Sweetland Engineering, presented the Preliminary-Final Plan for the Rallis Subdivision located on East College Avenue adjacent to the Esber Subdivision.

These plans have been unconditionally approved by the Township's Planning Commission; also, similar plans for this Subdivision were previously approved by Council but had never been recorded. New approval is being sought, O'Connell explained, because the latest set of plans reflect the addition of an access easement and a change in the property line to comply with the pending motor vehicle access amendments to the Zoning Ordinance.

Following Council's review of the Subdivision Plan, Bailey moved and Taricani seconded that the Council approve the Preliminary-Final Plan of the Rallis Subdivision dated April 15, 1983, last revised May 26, 1983. The motion was carried and the necessary signatures were secured.

PUBLIC HEARING

At 8:00 p.m. the regular meeting was recessed and the Public Hearing for the consideration of four ordinances was convened.

All those wishing to testify were asked to sign and were sworn in. There were no objections to the proceedings being recorded.

Amendments to the Zoning Ordinance concerning motor vehicle access and parking lots were considered first.

After the Council's last discussion of these amendments, the members' comments, additions, etc. were listed by Centre Regional Planning Commission Senior Planner, Robert Watkins, and forwarded to the members of the Township's Planning Commission for their suggestions. As a result of this input, Section 9.3.9 dealing with perimeter planting was revised so as to leave the requirement of trees and shrubs to screen first floor windows to the discretion of the Planning Commission; Section 9.3.12 was added to provide for sight triangles; and Section 9.3.6 Raised Islands, remained as originally drafted.

Taricani raised the possibility that raised islands at the end of a parking bay can obscure sight. Watkins agreed, but said that there are trees which would not be view restrictive. Careful thought must be given to the types of trees planted and to their continued maintenance. Responsibility for overseeing this, he said, lies with the Centre Regional Planning Commission and the Township Zoning Officer.

Ron Weis, Chairman of the Township Planning Commission, explained that raised islands are beneficial in that they define parking areas and that they serve to preserve the rural character of the Township. He agreed that judgement and foresight must be used.

To clarify the necessity for the continual maintenance of the raised islands, Dean suggested that the first sentence in Section 9.3.12 be amended to read "At intersections between driveways and/or parking lot aisle-ways and between driveways and streets, all earth banks and vegetation shall be cut or removed...".

Dargitz said he was concerned with the requirement under Section 9.3.9 that the front yard, in the C-1 Zone, "(to a depth of 30 ft. measured from the front property line) shall also be landscaped and shall be planted with approved perimeter planting". He believes the 30 ft. requirement to be arbitrary and too difficult for many properties to comply with. Dean agreed and suggested that the wording be changed to "... (to a depth of up to 30 feet measured from the front property line) may also be required to be landscaped and shall be planted with approved perimeter planting".

In response to Taricani's request, Watkins also explained the significance of Section 8.6 pertaining to motor vehicle access. He said that the recently submitted Rallis Site Plan has already complied with this provision which should result in safer traffic conditions on East College Avenue.

Following Watkins' explication de texte, Dean moved that Council adopt Ordinance # 59-E as corrected. Taricani seconded. There was no further discussion and the motion carried.

An amendment to the Zoning Ordinance Article IV, Section 3, Multi-Family Residential District, Subsection 3.2.1, Permitted Uses, to provide for the establishment of Personal Care Boarding Homes in Multi-Family, as well as Village, Rural Residential, and Commercial Districts was next considered.

Watkins said that it was his understanding that only the provision for Personal Care Boarding Homes in Multi-Family Districts had been approved by the College Township Planning Commission. His memorandum from which the Ordinance's requirements for such homes was based deals only and specifically with Multi-Family Districts. Although other districts may well turn out to be suitable hosts for Personal Care Boarding Homes, Watkins added, appropriate amendments have not as yet been designed for these other districts. The establishment of Personal Care Boarding Homes in other districts will be discussed at future Planning Commission meetings.

Dargitz explained that the Council could treat the amendment in one of two ways. It could delete all reference to Commercial Village, and Rural Residential Districts and adopt the amendment to allow for Personal Care Boarding Homes in Multi-Family District only, while waiting for standards to be drawn up for the other districts; or it could table the entire amendment pending the Planning Commission's review and recommendations to the inclusion of any or all districts.

Clifford Coldren, the Administrator of Brookline Manor, a Personal Care Boarding Home in Juniata County, spoke in favor of passing the amendment that night. He is currently in the process of gaining approval for a Personal Care Boarding Home on the Gordon D. Kissinger property; a postponement of the Ordinance's adoption would result in nearly one year's delay of his project.

Joan Hubbard, the Owner of C-1 property on East College Avenue for which a Personal Care Boarding Home has been suggested, said that she favors the adoption of an all-inclusive Personal Care Boarding Home amendment. "Each property should be weighed on its own merits", she added.

Chris Exarchos volunteered that he has some difficulty in understanding why Personal Care Boarding Homes might be allowed in the Village District when some apartment conversions are not. A brief discussion then ensued on the particular needs and characteristics of Personal Care Boarding Homes.

Council's consensus, however, as summarized by Chairman Dargitz, was that the Ordinance presented that night was not in shape to address all possible locations for Personal Care Boarding Homes. A motion was then proffered by Taricani and seconded by Dean that Council adopt Ordinance No. 59-D, deleting the last sentence in the introduction beginning with "Also" and ending with "District"; and also deleting the last paragraph of the Ordinance beginning with "Such" and ending with "District". In addition, this draft should be sent back to the College Township Planning Commission and the Centre Regional Planning Commission for their prompt recommendations on the handling of Personal Care Boarding Homes in other districts. The motion was carried.

Ordinance No. 28-A, Amendments to the Weed Ordinance, was next considered. These amendments identify specific vegetation as weeds, sets forth the districts affected, and establish compliance requirements and penalties.

Dr. Thora Hardy spoke in favor of the new amendments. Following her testimony, Taricani moved that Council adopt Ordinance No. 28-A as presented. Stewart seconded and the motion carried.

An amendment to the Subdivision Ordinance, Article II, Section 3.3.2, to redistribute the review period allowed for the Council's and the Planning Commission's examination of plans submitted for consideration was the subject of the evening's final Public Hearing.

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Currently, Dargitz said, the Council and the Planning Commission are given 45 days each to review plans; this amendment, if adopted, would provide for a 30 day review period for Council and a 60 day (or two meetings) review period for the Commission.

Dean then moved, Bailey seconded and all approved that this amendment, Ordinance No. 71-B, be adopted.

2. TO RENAME OR NOT TO RENAME: BUCHENHORST RECONSIDERED

Lechner provided the background and outlined the affected area on a map presented before the gathering. It had been recently brought to his attention, he said, that two unrelated intersections in the Penn Hills PRD share the same name: Buchenhorst and Gerald. The duplication has caused considerable confusion at the local Post Office, resulting in its request for a name change. Other agencies -- i.e., the State College Police Department, Alpha Ambulance Club and the Fire Department -- have also experienced difficulties with the identically-named streets, and have likewise indicated their support of the renaming of a portion of Buchenhorst Road. Although Lechner realizes that the address change will cause some inconvenience to the residents, he believes it is in their safety interests to effect the change as soon as possible. Also, he added, it would be prudent to rename the street before the area is fully developed. At present, 44 households would be affected.

Rich, from the Post Office, appeared to reassure the residents that there will be no delay in the delivery of mail. The Post Office will personally handle address changes for all subscriptions; mail will continue to be delivered to both addresses for up to one year.

Stewart said that there is no cost involved in changing the address on a Driver's License; likewise, there is no fee for changing the address on an automobile title.

Dargitz next asked for public comment. He noted that the procedure would be informal in nature, and that a public hearing on the name change had been held on May 26, 1983.

Susan Keller presented a petition containing the names of 50 persons residing in the affected area who are opposed to the renaming of Buchenhorst Road. The petition cited the following arguments:

1. The name change would result in considerable legal fees. The owner's deed must be changed to reflect the new, correct address upon the house's sale. Also, many insurance companies require an updated address for their policies to remain valid.
2. The configuration of Buchenhorst Road has not changed from when the plans were first presented two years ago. Moreover, the proposed configuration of the new Penn Hills Drive is poorly planned.

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3. Other dual intersections exist throughout the Centre Region. The petitioners are not convinced that the present situation presents a safety hazard.
4. Support for the name change has been received after the fact -- i.e., written documentation was not presented until after the name change had first been considered by Council.

One resident suggested that the name change be less drastic. He offered the addition of an "Upper" or "Lower" Buchenhorst as a possible solution.

Another resident suggested that house numbers be indicated on street signs.

Resident Bob Bell echoed Ms. Keller's statement that legal fees would be incurred through a necessary change of address on the deed. Insurance Companies do not honor a fictitious address, he said. Mr. Bell also wondered why the residents are being penalized for the poor planning evidenced by the Developer, Calvin Zimmerman.

In discussion, Council was in consensus that too many questions remained unanswered to permit action that evening. Dargitz suggested that the issue be tabled pending the written opinion of the Solicitor and others on the issues of fee change requirements and costs, and insurance company requirements. Dean so moved, Taricani seconded, and the motion carried.

Dargitz assured the residents that they would receive sufficient notification should the Council decide to reconsider the name change.

3. COUNCIL AND CATA CATER TO CAROL KERSAVAGE'S COMPLAINT.

A petition to add a mid-day bus run to the Houserville Area had been received from resident Carol Kersavage. She had initially contacted CATA General Manager Paul Oversier regarding this issue on April 30, 1983; on May 17, Oversier advised that she martial support from other residents in the area and "make her feelings known" to the College Township Council.

Mrs. Kersavage has done just that via her petition of approximately 50 names. As a result, Dargitz said, Manager Lechner contacted Oversier who suggested that one mid-day trip be added to Route "C" at a projected annual cost of \$404, predicated on 15 riders per round trip. The route of the bus would be from the Borough to Houserville to Penn Hills to the Nittany Mall and back to the Borough.

In response to the members' concern that the mid-day bus run would experience a significant decrease in ridership during the winter months, Oversier replied that since the new bus run could not be instituted until the beginning of August, he would suggest that it

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be run year round on a one-year trial basis. The members agreed and Taricani moved that Council authorize CATA to institute a mid-day run to the Houserville Area on a trial basis until this time next year at which time the plan would be evaluated. Bailey seconded and the motion carried.

Taricani moved and Bailey seconded that Council amend the amended CATA Budget, adopted earlier that evening, to increase the amount by \$404 to cover the cost of the additional bus run and the motion carried.

4. APPOINTMENTS TO AD HOC COMMITTEE

The following were appointed to the Ad hoc Committee to examine the Township's fiscal concerns:

Dolores A. Taricani -- Council Representative
C. Thomas Lechner -- Township Manager
William Peacock -- Merchant Representative
Chris Exarchos -- Merchant^f Representative
George Milburn -- Non-Merchant Representative

Dean moved, Bailey seconded. Dean then submitted his motion to read that Taricani be appointed Temporary Chairman pending the Committee's organization and permanent elections. Bailey seconded and the motion carried with Taricani abstaining.

5. THE TOWNSHIP'S BRIDGES: ARE THEY FALLING DOWN?

Dargitz advised that a layman's report on the condition of the three bridges on East Branch Road had been received from Sweetland Engineering.

The members were all in agreement that Sweetland had done a fine job in analyzing the state of the bridges in terms they could all understand. They also agreed that the take-over of East Branch Road and its bridges would not be in the Township's best interests at this time. Should the Township later decide to accept East Branch Road -- with or without its bridges -- the members were sure that an agreement with PennDOT could be reached. However, the prospect of taking over Pike Street should be explored.

It was thus decided to inform PennDOT of the Council's decision, citing the following reasons:

- 1) the addition of the bridges to the Council's original concept of taking over East Branch Road only has created some financial doubt, and
- 2) the situation regarding mileage reimbursement is currently in a state of flux.

6. ARMAU VILLAGE STORM WATER PROJECT PREVIEW

Manager Lechner detailed the work to be done to correct the storm water management problems in Armau Village. The project is due to start on June 20, he said, with the worst areas to be treated first.

Dean mentioned the possibility that the swales may cause problems for some homeowners. He suggested that the Township offer the residents the option of buying the pipe for under their driveways and having the Township install it free of charge.

OOPS! AMENDMENT TO MINUTES OF MAY 26, 1983

Taricani moved and Dean seconded to amend the minutes of the May 26, 1983 Meeting to include the section on the Centre Regional Building and Housing Code Board of Appeals nominees at a later meeting. The motion was carried.

COMMITTEE REPORTS

Bailey said that Don McCormick reported on the status of the High Tech Park at the last I.D.A. Meeting; McCormick wants donations for the Waddle Interchange. The College Township I.D.A. is considering this request and would like Council's feedback on this matter.

Dean reported that at the last Finance Committee Meeting he had passed along the Council's recommendations which were received enthusiastically by all save Patton Township and the Borough. These recommendations were then modified slightly to appease the two hold-outs; Dean voted against the compromise.

Stewart said that the possibility of a regional police force was discussed at the last Public Services Committee meeting.

ADJOURNMENT

Following Dean's motion and Stewart's second, the meeting was adjourned at 10:33 P.M.

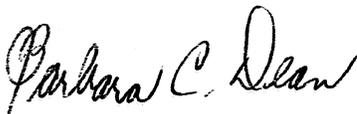
Respectfully submitted,
C. Thomas Lechner
Secretary

TO: The College Township Council
FROM: The Lemont Business Community
RE: Pike Street

In your deliberations, the Lemont Business Community wishes to go on record in favor of College Township owning and maintaining the stretch of road through downtown Lemont known as Pike Street. We favor this move because of our interest in preserving the Lemont Historic District.

We feel that maintaining Pike Street as a village street will promote the slowing of traffic through the community, eliminate heavy through truck traffic, (through Council cooperation), promote pedestrian traffic, revitalize The Lemont Business district to its historic position as a small village business community, and preserve the landscape beauty and the "feel" of the Victorian era.

Barbara C. Dean
facilitator



814-237-2424

WE, THE UNDERSIGNED RESIDENTS, OPPOSE THE RE-NAMING OF PORTIONS OF GERALD STREET AND BUCHENHORST DRIVE AND PETITION COLLEGE TOWNSHIP MANAGER AND COUNCIL TO

WITHDRAW THEIR PROPOSAL.

- Galerie Pretti 2408 Buchenhorst
- Jay Torretti 2408 Buchenhorst
- Phil Wilson 2400 Buchenhorst
- Susan E. Keller 394 Gerald
- Philip W. Keller "
- Robert K. Reese 406 GERALD ST.
- Eric K. Culbert 404 Gerald St
- Mary Elizabeth Reese 406 GERALD ST.
- Rostam Dahmbed-Chami 400 GERALD STREET
- David M. Kobas 406 GERALD ST.
- Kristie M. Valley 410 Gerald St.
- Arthur & Fos 446 " "
- Mark S. Kutney 446 " "
- Terese Hattich 418 Gerald St.
- Brenda + Bob Blecher 450 Gerald Street
- Tom Sellers 420 "
- Peter A. Kowalski 420 Gerald St
- Kathie Roccisano 402 Gerald St
- Carl & Geraldine 440 " "
- Janyl & Bamer 440 " "
- Cynthia Fenderson 440 " "
- Joe Benke 444 " "
- Jim Perdue 444 " "
- Keith & Smith 448 " "
- Deane C. Smith 448 " "
- Stephen T. Johnson 452 " "
- Matt C. Kowalski 454 " "
- Robert King 2404 Buchenhorst
- Dr. Paula M. Kirby 2404 Buchenhorst
- Judy Kowalski 454 Gerald St.
- Barbara J. Albert 404 Gerald St.
- Jennies H. Bueckwig 398 Gerald
- Symonholdel 2405 Buchenhorst
- Jean Doyle 2409 Buchenhorst Rd.
- Pat Treasler 2413 Buchenhorst Rd.
- Charles R. Gail 2417 Buchenhorst
- Sharon Etzweiler 2417 Buchenhorst
- Mark Biega 2421 Buchenhorst
- Lori Doolittle 2405 Buchenhorst Rd.
- Kathie Kelderman 2429 Buchenhorst Rd.
- Karen Leone 2436 Buchenhorst Rd.
- Sue Jones 2428 Buchenhorst Rd.
- Chuck Long 2428 Buchenhorst
- Mark Campalongo 2424 Buchenhorst Rd.
- Sam & Mike Lapreque 2420 Buchenhorst Rd.
- Seth Rosenberry 2416 Buchenhorst Rd.
- Robert Bell 2412 BUCHENHORST RD.
- Arlene Bell 2412 Buchenhorst Rd.

WE, THE UNDERSIGNED RESIDENTS, OPPOSE THE RE-NAMING OF PORTIONS OF GERALD STREET AND BUCHENHORST DRIVE AND PETITION COLLEGE TOWNSHIP MANAGER AND COUNCIL TO

WITHDRAW THEIR PROPOSAL.

- | | |
|--|---|
| Waltere Frutti 2408 Buchenhorst | Robert King 2404 Buchenhorst |
| Mary J. Torretti 2408 Buchenhorst | Dr. Paula M. Kirby 2404 Buchenhorst |
| John W. Wilson 2400 Buchenhorst | Judy Kowalaki 454 Gerald St. |
| Simon E. Keller 374 Gerald | Barbara J. Gilbert 404 Gerald St. |
| Therese M. Keller | Dennis H. Beckwith 398 Gerald |
| Robert K. Reese 406 GERALD ST. | Symonhahel 2405 Buchenhorst |
| Eric K. Ollert 404 Gerald St. | Jean Borje 2409 Buchenhorst Rd. |
| Mary Elizabeth Reese 406 GERALD ST | Pat Treasaler 2413 Buchenhorst Rd. |
| Rostam Sahmeh-Chami 400 GERALD STREET | Chad R. Gail 2417 Buchenhorst |
| David M. Kolson 406 GERALD ST. | Sharon Eitzweiler 2417 Buchenhorst |
| Kristie M. Kallery 410 Gerald ST. | Mark Bilga 2421 Buchenhorst |
| Clark B. For 446 " " | Terri Doolittle 2405 Buchenhorst Rd. |
| Mark S. Kautney 446 " " | Kathie Kellerman 2429 Buchenhorst Rd. |
| Jessica Hattich 418 Gerald St. | Karen Leon 2436 Buchenhorst Rd. |
| Brenda + Bob Blecher 450 Gerald Street | Sue Jon 2428 Buchenhorst Rd. |
| Tom Scler's 420 | Chuck Long 2428 Buchenhorst |
| Peter A. Kovach 420 Gerald St | Mark Campalongo 2424 Buchenhorst Rd. |
| Katie Rocisano 402 Gerald St | Ann + Mike Poprasque 2420 Buchenhorst Rd. |
| Carl S. Gualand 440 " " | Scott Rosenberg 2416 Buchenhorst Rd. |
| Sheryl + Damer 440 " " | Robert Bell 2412 BUCHENHORST RD. |
| Cynthia Finkler 440 " " | Arlene Bell 2412 Buchenhorst Rd. |
| Joe Berube 444 " " | |
| Jon Berube 444 " " | |
| Kid + Smith 448 " " | |
| Jane C. Smith 448 " " | |
| Stephen T. Johnson 452 " " | |
| Matt C. Kowalski 454 " " | |

C-4
B-5
108

229 Oak Lane
State College, PA 16801
April 30, 1983

Mr. Paul Oversier
Centre Area Transportation Authority
330 Osmond St.
State College, PA 16801

Dear Mr. Oversier:

As one of the Houserville/College Township residents who have frequently wished that we had a mid-day bus run through our area, I am writing to you to urge you to consider this change.

With summer approaching, it would also be very helpful to have mid-day bus service; specifically, a run which would enable our out-of-school children and college students to get in and out of town without having to cross Benner Pike to pick up the bus on Pike Street. I don't know of any parents who allow their children to take the bus because of the danger of Benner Pike and narrow Houserville Road.

The commuter routes are fine, but I fail to understand why one of the busses serving Lemont and the Mall couldn't make a trip through Houserville.

Thank you for your consideration to this matter.

Sincerely yours,
Carol J. Kersavage
Carol J. Kersavage

cc: Robert Kaiser
Robert Ireland
C. Thomas Lechner

CENTRE AREA TRANSPORTATION AUTHORITY

330 OSMOND STREET
STATE COLLEGE, PENNSYLVANIA 16801
(814) 238-0625

May 17, 1983

Ms. Carol J. Kersavage
229 Oak Lane
State College, PA 16801

Dear Ms. Kersavage:

Thank you for your letter dated April 30, 1983, concerning the provision of midday bus service to Houserville.

As you pointed out in your letter, presently, Route C, which serves the Houserville area, only operates during rush hours. It would be very difficult for us to reroute any X trip into Houserville because to do so would necessitate bypassing Lemont. Since Lemont is a long-established part of the X route, we would essentially be removing service from existing bus riders, an action which we normally only take as a last resort. However, I am sympathetic to your concerns about the lack of midday service to Houserville. Such service could be provided by having Route C make one midday trip.

If you could marshal support from other residents in the area for this proposal, now would be an opportune time to make your feelings known to the College Township's Council since they are presently in the process of considering CATA's Fiscal Year 1984 Budget. If sufficient public support exists for a midday trip to Houserville, the Council might be willing to consider funding an additional midday trip.

Again, thank you for expressing your concerns to CATA. If I can provide you with any additional information, please don't hesitate to contact me.

Sincerely,



Paul Oversier,
Managing Director

PO/pr

cc: Lloyd Niemann
College Township Representative
CATA Board of Directors

229 Oak Lane
State College, PA 16801
June 2, 1983

Mr. Gale Dargitz
116 Grandview Rd.
State College, PA 16801

Dear Mr. Dargitz:

The attached signatures, and accompanying letters, are in response to my initial request of CATA to provide mid-day bus service to Houserville.

I believe I am correct that Council wanted citizen input concerning the added bus route.

I hope that action can be taken so that bus service can be provided during this summer.

Thank you.

Sincerely,


Carol J. Kersavage

May 31, 1983

Expanded bus service to Houserville is needed, particularly in the summer, when young people are home from school and/or attending Penn State. Presently, in order to ride the bus between 9 and 5 p.m., residents of Houserville must cross Benner Pike to board the bus on Pike Street. This is a dangerous walk, particularly for young people.

I have written to the Centre Area Transportation Authority (CATA) and the College Township Supervisors requesting a mid-day run through Houserville. College Township needs additional input from area Residents concerning their feelings about the one additional bus run before they can request same from CATA.

If you support additional bus service to Houserville (1 bus run during mid-day, to and from State College, 5 days per week), please sign below. This information will be forwarded to Gale Dargitz, Chairman, College Township Supervisors.

Carol J. Kersavage

Name	Address
Carol J Kersavage	229 Oak Ln Houserville
Carolyn R Willey	134 Oak Hill Rd. Lemont
Buddy E Kersavage	240 N Benner (PSD Residence)
John Shaw	344 Willow Ave Houserville
Steve Harold	35 Willow Ave Houserville
Ernest Sorce	336 Willow Ave Houserville
Bill Harold	345 Willow Ave Houserville
Patricia K Harold	345 Willow Ave Houserville
Carol M. Day	129 Meadow Ln Houserville
Mary A Day	124 Meadow Ln Houserville
James J. Sorce	354 Willow Ave Houserville
Janeen M. Grooms	354 Willow Ave Houserville
Faye Bird	Anthony Mall
Mike Sprout	Anthony Mall
Angela B. Jety	214 Oak Lane State College
Robert K. Krambach	P.O. 134 LEMONT
Barbara R. Soder	201 Scholl St. S.C. PA 16801
Clark J. Baurigardm	201 Scholl St S.C. PA 16801

Name	Address
Kenneth H. Soda	201 Schell St State College Pa 16801
John Schuch	271 Fairlawn Ave S.C.
Rudolph Holt	233 Fairlawn Ave S.C. Pa 16801
Wm M. Klee	237 Fairlawn Ave. S.C. Pa. 16801
Chas. A. Book	241 Fairlawn Ave. S.C. PA 16801
Sarah Minor Drum	245 Fairlawn Ave., S.C. PA 16801
Deja Wallington	113 Creekside Dr SE PA 16801
Tommy Lowery	117 Creekside Dr S.C. 16801
LISA KERSAVAGE	229 Oak Ln SC 16801
Susan E. Bloom	120 Creekside Dr. S.C. 16801
John J. Olsen	120 Creekside Dr. S/C 16801
Annabelle Finchart	Box 276 Lemont Pa 16851
Ginny McCasoo	129 Creekside Dr. S.C. 16801
Steve Kelsey	115 Tug Circle S.C. 16801
Randy L. Tice	119 Tug Circle S.C. 16801
Judy A. Tice	119 Tug Circle S.C. 16801
Garland L. Ames	118 Tug Circle S.C. 16801
R. L.	118 Tug Circle SC 16801
Karen A. Hazel	110 TUG CIRCLE S.C. 16801
David Ourlan	106 Tug Circle S.C. 16801
Stanley Aurlap	106 Tug Circle S.C. 16801
Mahlon A. Quirk	180 Fairlawn Ave S.C. 16801
Mary A. Quirk	180 Fairlawn Ave S.C. 16801
Paul B. Shellenberger	151 Fairlawn Ave S.C. 16801
Janet M. Shellenberger	151 Fairlawn Ave. S.C. 16801
P. B. Baker	154 Fairlawn Ave S.C. 16801

Name	Address
A. J. Pugh	115 Fairview Avenue Houserville
J. N. Stuck	219 Oak Lane Houserville
A. M. Brown	230 Oak Lane Houserville
J. B. Kersavage	229 Oak Lane Houserville
Greg Kersavage	229 Oak Lane Houserville

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ELWOOD G. WILLIAMS, JR.
Chief of Police

Borough of State College
"A Home Rule Municipality"
Department of Public Safety
BUREAU OF POLICE SERVICES

118 South Fraser Street
State College, PA 16801



814/234-7150

June 9, 1983

Thomas Lechner, Manager
College Township
1481 E. College Avenue
State College, PA 16801

Dear Mr. Lechner:

We support the concept of eliminating duplicate street names within the Centre Region. It is our belief that eliminating street name duplication does provide for less confusion and more effective response, particularly, in times of emergency situations whether the emergency be police, fire or ambulance service which is being rendered.

Sincerely,

Elwood G. Williams, Jr.

ELWOOD G. WILLIAMS, JR.
CHIEF OF POLICE

C. Marvin Robinson

C. MARVIN ROBINSON, CHIEF
ALPHA FIRE COMPANY

EGW/mjl

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COLLEGE TOWNSHIP

Sweetland Engineering and Associates, Inc.
Consulting Engineers and Surveyors

900 West College Ave.
State College, Pa. 16801

David L. Sweetland, P.E.
President

Telephone
814-237-6518

June 3, 1983

Thomas Lechner, Manager
College Township Municipal Office
1481 East College Avenue
State College, Pennsylvania 16801

RE: Review of Bridges on Branch Road

Dear Tom:

As requested, I have made a review of the bridges and the PennDOT reports on the bridges for Branch Road. Since I am not a bridge engineer, my comments are cursory in nature and based upon my discussion with District Bridge Engineer Joseph O'Melia, reading of the reports, and on-site checking of the bridges.

The bridge in Lemont, which crosses Spring Creek, is a steel structure with steel bent at mid(span). This bridge was built in 1937 and has a sufficiency rating of 80.0. Substructure and wing walls appear to be in good condition, except for surface drainage eroding behind the south-east wingwall. This problem can easily be fixed by diverting runoff further to the southeast. Apart from the heavy rust at the bearing plates, the steel superstructures appear to be in good condition. However, the entire bridge needs to be sand blasted and painted. Deck and curb are in sound condition particularly considering age of deck. It has only nine holes due to spalling. These holes need to be patched or the entire deck receive overlay. Overall, the bridge guardrail is in good condition. Nevertheless, the guardrail on approach to bridge is of the old post type and needs to be replaced. Once the bridge has been repaired, you might expect to get twenty more years of life without major restoration. At that point in time you could expect to do major rebuilding of the bridge, superstructure, deck and railing.

The next bridge is near the Centre Hills Country Club entrance and is a prestressed concrete adjacent box beam bridge. This bridge was built in 1954 and has a sufficiency rating of 94.9. Substructure and wing walls appear to be in good condition except for two cracks in the substructure which don't appear to be moving. The superstructure appears to be in good condition. However, the deck is in poor condition and reflects the box beam joints. This can be repaired with overlap, but will continue to

be a maintenance problem as most bridge decks are. Curbing and guard-rail are in exceptional condition. The expected life of the bridge, before major repair, would be twenty-five to thirty years. At that time, the bridge box beams, deck and curb might have to be replaced.

The third bridge is next to Gordon Kissinger's house and is a reinforced concrete tee beam bridge. It was built in 1941 and has a sufficiency rating of 78.1. The substructure and wing walls appear to be in sound condition with some minor repointing needed. The superstructure appears to be in good condition except for minor spalling at drains, which has been recently repaired. Installing plastic drain pipes would help prevent this problem in the future. The deck is in a poor state and needs to be overlaid. Curbing is spalling in places and needs repair. The guardrail is in excellent condition. The expected life of the bridge before major repair might be twenty years. At that point in time tee beams might have to be replaced.

With the completion of the State College By-Pass, another bridge will be constructed on Branch Road to span the By-Pass. This bridge should have a life expectancy of somewhere around seventy-five years, but would require maintenance particularly on the deck. This 1.9 mile stretch of road will have four bridges, which is a considerable amount. You could expect that three of the four bridges will be in need of significant repair or replacement at approximately the same time.

In addition to my review of bridges, I have other thoughts concerning Branch Road that concern College Township. Being a major collector road, Branch Road is narrow with sharp curves. Taking these facts into consideration the maintenance of paint lines is of the utmost importance. The Township should expect to paint every two years and possibly every year at a cost of \$3000.00 per painting. Along the top of the bank by the Centre Hills Country Club, the road has the old wooden post guard (guide) rail. This should be eliminated and replaced with continuous metal guardrails. The berms will require more maintenance than usual due to the fact people have more of a tendency to leave the cartway on a narrow and curvy road.

In summation, College Township should expect a significantly greater road maintenance cost per mile on Branch Road than it presently incurs on the average Township road.

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Review of Bridges
College Township

June 3, 1983

If you feel it is appropriate, a more detailed review of repairs
can be conducted if the Township decides to take over Branch
Road and the bridges.

Respectfully,

SWEETLAND ENGINEERING & ASSOCS., INC.

David Sweetland

David L. Sweetland, P.E., R.L.S.

DLS:dcs

cc
Enclosures

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JUN - 3 1983

COLLEGE TOWNSHIP