

# HAYCOCK TOWNSHIP SUPERVISORS

BUCKS COUNTY, PENNSYLVANIA

*Office of the Secretary*

R. D. 3. QUAKERTOWN, PA. 18951

1. Haycock Township founded in 1763
  - A. Population: Approximately 1,760 (latest census)
  - B. Located approximately 5 miles east of Quakertown; 18 miles south of Allentown; 45 miles north of Philadelphia.
  - C. 40% of the township can not be developed because of:
    1. State park - 5,300 acres
    2. 4,800 acres of State Game Lands
    3. Other state game lands; acreage unknown
    4. Propagation area
    5. State rifle range
    6. County park with camping sites
    7. Girl scout camp
    8. Brigade camp
    9. Beagle club (dog training area)
    10. 2 private owned camp grounds
    11. 4 churches; 3 cemeteries; 2 schools
  - D. Soil composition of 3 types of clay and igneous diabase, which is granite rock.
    1. Rocks range in size from a few pounds to a couple hundred tons.
    2. Rock is an average of 186 pounds to a cubic foot (example of weight; average concrete is 148 pounds a cubic foot)
  - E. Because of these conditions and low population, we have a limited budget, road building is a very, very expensive ordeal. Haycock Township is not unique. Our problems are shared by many other rural townships in Penna.
    1. We must build according to state specifications which are at least 6 inches of a ballast base; 2 inches of Bituminous base compacted; and 1½ inches of wearing base compacted. 18 foot wide cartway must have 3 foot shoulders. 20 foot cartway must have 4 foot shoulders. Rock and boulders which may heave because of frost must be removed, by blasting and/or heavy equipment. Clay sections must be removed and ballast for drainage put in their place. This insures that no water is trapped which would make the road unstable causing it to break up. Today's costs for a 3 inch leveling course or layer applied with a motor paver would cost \$37,000.00 per mile; while

oil and chips would cost \$8,200.00 per mile. In addition, costs of blasting is approximately \$1,000.00 per day and heavy equipment to remove the debris to make safe shoulders and correct the ditches and drainage would cost approximately \$900.00 per day.

- F. The state roads intended for turnback to the township were dirt and gravel roads with no ballast base.
1. Although the township must build to state specifications, the state never did meet their own requirements on these roads.
  2. The state used dust oil and a binder, put down a minimum asphalt base and wearing surface. No clay or boulders were ever removed, few ditches were dug, resulting in poor drainage and shoulders averaging one foot to 2 feet in width. One road even had the black top up against 2 trees. To prove this as fact and not fiction, all you have to do is core bore any of our township roads and core bore any state road in our township and compare the two.
  3. Through the years, the state has had problems with drainage, sometimes 2 or 3 feet of water lays on portions of Sawmill Road in the township. On this road, the bridge needs to be modified and the road bed must be raised two to four feet over approximately 700 feet.
  4. Winters with severe frost conditions have caused boulders to heave through the surface in several areas on the State's Stony Garden Road. These boulders have risen as much as 5 inches on occasion.
  5. The lack of shoulders of sufficient width on state roads allow no room to push snow back to provide room for the next snowstorm. This also results in ice build-up on the road and many accidents with costly damage and injuries.

As of now, the Township has 1 full time employee, and two part time people as needed. The turnback of roads would create higher payroll costs, higher insurance rates, and thus create a burden to our taxpayers. For instance, in many cases, when our man is working on the roads he merely closes the part he is working on, but; the turnback roads have much more traffic, so we would have to hire a signal or flag person or persons which we very seldom used in the past.

As of now, the state can only be sued in 2 categories but the township can be sued in 7 categories. So after the turnback, we can expect some law suits and court cases that we have not experienced in the past. In our opinion, the turnback of roads would cause nothing but havoc, hardships and unnecessary burden on our fellow township taxpayers. We think in the future that the turnback of roads would be realistic if the township would not have to receive any roads until the following


is accomplished:

- 1) All bridges under 8 feet that do not meet state standards will be replaced or refurbished.
- 2) All roads will have a 4 foot clear shoulder.
- 3) Clean/sufficient drainage ditches on all roads.
- 4) All metal pipe will be replaced with concrete pipe.
- 5) All guardrail will be installed when the road is higher than 2 feet above the adjoining property.
- 6) All necessary signs will be installed.
- 7) All pot holes will be dug out sufficiently and repaired.
- 8) All boulders protruding through the road surface or causing bumps and mounds will be removed.
- 9) Any rough, uneven surface road must have a leveling course.
- 10) All roads will be oiled and chipped to seal them and give them better wear.
- 11) Center and side lines must be painted.
- 12) Right-of-way center pins will be established every 300 feet.
- 13) In the event of a detour to fix or maintain state bridges, all turnback roads in a radius of 3 miles of the project will become the responsibility of the Pennsylvania Department of Highways for repairs or replacement from the beginning to the end of the detour and project. With extreme weather conditions (wet), excessive traffic caused by a detour would cause many turnback roads to tear up and become dirt and gravel roads within a period of approximately 2 to 6 weeks.
- 14) All legal work to be performed and paid by the state and a reasonable fixed sum per mile at the time of turnback and the turnback roads to be placed with the township roads to receive liquid fuel monies.

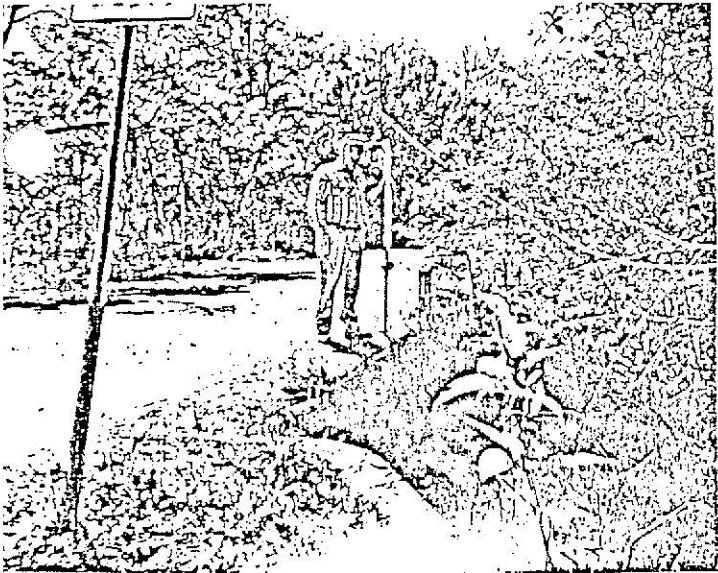
The above items constitute reasonable and responsible requests that not only apply to Haycock Township but also apply to all of the mostly rural townships. The point that we wish to make is that neither we, nor any other Townships of the Second Class, can afford to accept a product that is fundamentally defective. If we must accept such a product, we want you to realize that undo hardship will be imposed upon our citizens who must cope with these unacceptable road conditions. Our citizens will not allow us, as local officials, to do as the Pennsylvania State Highway Department has done, which is to allow the road to deteriorate and only institute repairs when unavoidable.

Sincerely,  
HAYCOCK TOWNSHIP SUPERVISORS

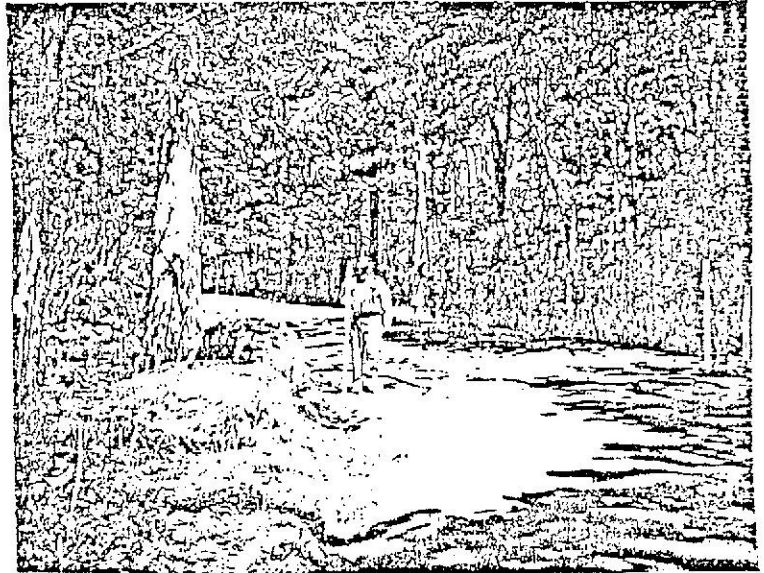
  
Nat S. Ostroff  
Chairman

  
Ronald W. Walters  
Vice-Chairman

  
Paul H. Hubner  
Supervisor/Road Master



5-17-81-Sawmill Road (State)  
Bridge-no guard rails-leveling rod  
is on edge of blacktop, no shoulders,  
target set at 2'



5/17/81-Stony Garden Rd. (State)  
Boulders too close to blacktop, target  
set at 4' (required shoulder width for  
this size cartway. )



5/17/81-Stony Garden Road (State)  
Boulder protruding through road  
Typical of many sites on state roads  
in Haycock Township--Target set at  
5'



5/17/81-Stony Garden Rd. (State)  
No shoulders--drop off exceeds 3'