

No. 4 March Ass. 1915, R. D.

Filed 11 June, 1915.

Witnesses

South fork - Franklin road Proceedings

- W. A. Mc Guire - Attorney.
- A - B. Curry - Engineer.
- R - R. Yost - Representing Southfork <sup>Borough</sup>
- F. J. Hartman - " P. R. R.
- Anthony Kotler - Supervisor - Conemaugh Borough
- Frank Barnhart - Representing Citizens - Adams Richland - Conemaugh - Township.
- W. S. Steineman - Coal Operator - South Fork.
- Frank P. Martin - Representing Franklin Borough
- George Swank - Johnstown.
- Dr. John Broad - Southfork.
- Dr. Edward Pardoe -
- Mr. Dr. Pardoe offers <sup>to the grand jury</sup> Petitions from ~~the Citizens of~~ ~~the County Commissioners~~ of Cambria County - Pennsylvania, and a number of Borough Councils - viz. Franklin Borough - Southfork - Summerhill - Wilmore - Lily and County Grange.

- L. D. Still - Chairman of Adams Richland + Conemaugh Township.
- Ephraim Moose - Farmer - Mineral Point.

June 11<sup>th</sup> 1915

Dissatisfied 11 For Approval 10

James A. Risher Foreman

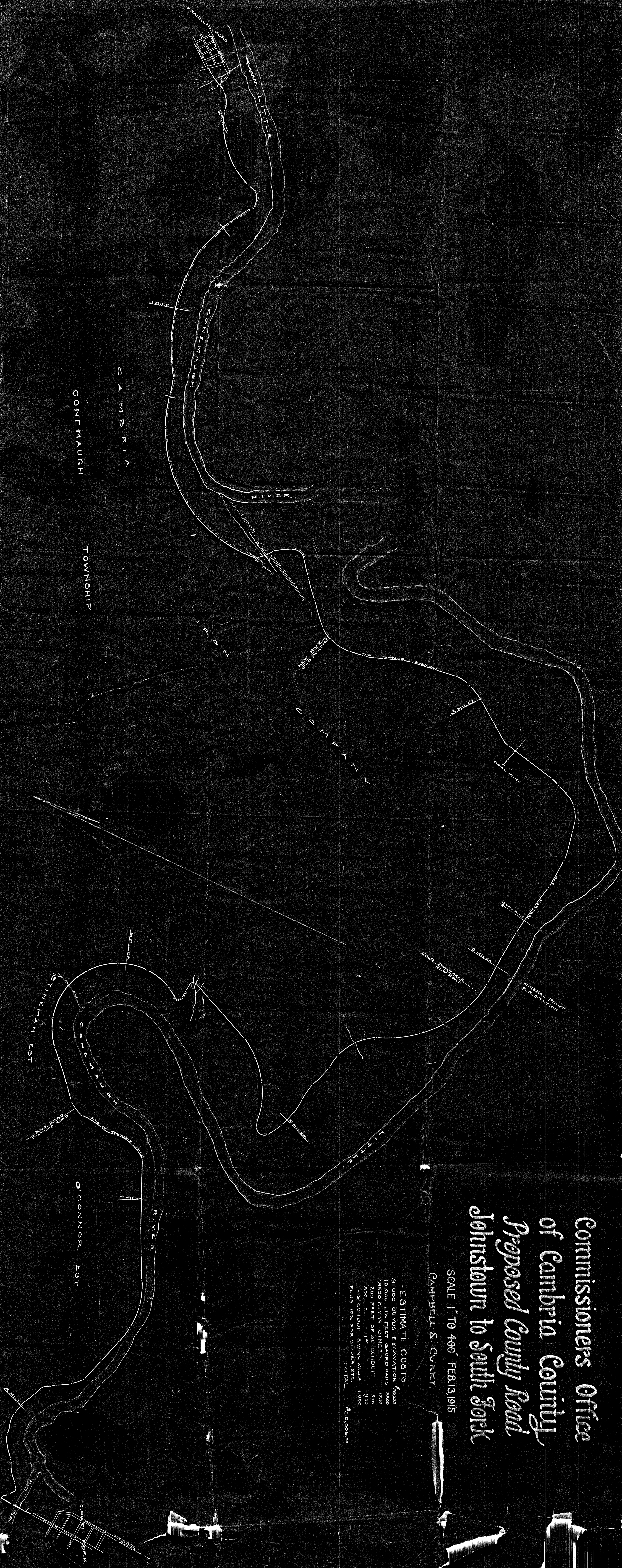
Commissioners Office  
of Cambria County  
Proposed County Road  
Johnstown to South Fork

SCALE 1" TO 400' FEB. 13, 1915

CAMPBELL & CURRY.

- ESTIMATE COSTS -

91000 CUYDS EXCAVATION	\$4220
10000 LIN. FEET GAUGE PAILS	\$500
3500 CUYDS CINDER	1750
200 FEET OF 36" CONDUIT	540
500 " " 18" " "	1450
1-6" CONDUIT & WINE WALLS	1000
PLUS 10% FOR SLIPES, ETC.	
TOTAL	\$10,000.00



No 47 March Sess 1915

In the Court of Quarter  
Sessions of Cambria County.

In Re. Proposed County  
Road from Franklin Borough  
to South Fork Borough.

Decree of Publication

Filed 6 May, 1915.

WILLIAM A. MCGUIRE  
ATTORNEY AND COUNSELOR AT LAW  
EBENSBURG, PENNA.

IN THE COURT OF QUARTER SESSIONS OF CAMBRIA COUNTY, PENN'A.

The petition of the undersigned County Commissioners of Cambria County, respectfully represents:

That under the provisions of an Act of Assembly approved the 11th day of May, 1911, (P.L.344) entitled

"An Act providing for the original location, laying out and construction of public roads or highways in the several counties of this Commonwealth, and for the permanent improvement of certain public roads or highways therein; making such originally constructed or improved roads and highways county roads; authorizing the relocation, opening, straightening, widening, extension and alteration of the same, and the vacation of so much of any road as may thereby become unnecessary; providing that the county commissioners of any county may prescribe rules regulating the use of roads constructed or maintained by the various counties, and prescribing penalties for the violation thereof; providing for the taking of property for such improvement, the compensation to be therefor, and the payment of damages resulting from such taking, and the manner in which such damages may be determined; providing for the payment of the costs and expenses of such construction or improvement and in thereafter repairing and maintaining said roads; authorizing the levy of a tax or the issuing of bonds to provide a fund for the expense thereof; prescribing a method for improving a county road lying within or traversing a borough, and apportioning the cost of such improvement; and authorizing the vacation of any county road,"

a resolution was adopted by the County Commissioners deeming it expedient to invoke the provisions of the Act of Assembly to provide a road from the Borough of Franklin to the Borough of South Fork traversing the Township of Conemaugh, in said County of Cambria, along and by a route beginning at the intersection of Bonair and Spruce Streets in the Borough of Franklin, thence by way of the Old Portage Tunnel, along the Old Portage Railroad, past Mineral Point, thence to South Fork, said proposed road traversing lands of Cambria Iron Company, the Pennsylvania Railroad Company, (Old Portage Right of Way), estate of J. C. Stineman and public

road of Conemaugh Township, to Main Street in the Borough of South Fork a distance of eight and one-half miles.

Your petitioners have caused to be prepared surveys and plans of said proposed road or highway showing the original location, relocation, straightening, extension, alteration, etc., of the proposed road and the existing roads or highways, all of which appears by a blue print of the map prepared by P. F. Campbell and A.B. Curry, Engineers, a copy of which together with the profiles and cross sections showing grades, cuts and fills are hereto attached and made a part of this petition.

Petitioners further show that, in accordance with the provisions of said Act of Assembly, they caused an estimate of the cost and expense of said proposed road to be made by the said Campbell and Curry, Engineers, a detailed statement of which also appears on blue print hereto attached, which estimate is an amount of about Fifty Thousand (\$50,000.00) Dollars which estimate does not include damages which may be assessed for the land taken for the purpose of said proposed road, Said estimate is made upon the theory of using the road bed of right of way of the Old Portage Railroad, which, your petitioners are informed, is the property of the Pennsylvania Railroad Company.

Petitioners further represent that all of the owners of land through which said proposed road is laid out, with the exception of the Pennsylvania Railroad Company, have signified their willingness to execute a release for any claim on account of damages by reason of the location of said road upon the lands of Cambria Iron Company and the estate of J. C. Stineman. That in the event of a failure to agree with the Pennsylvania Railroad Company to locate said road on the right of way of the Old Portage Railroad (where said right of way is available and convenient), and it became necessary to parallel said Old Portage Right of Way by causing to

be made new grades and fills on adjoining lands, thence it is estimated by said Engineers that an additional cost of about Twenty Thousand (\$20,000.00) Dollars will be incurred, thus making the total estimate an amount of about Seventy Thousand (\$70,000.00) Dollars.

Petitioners further represent and show by the blue print hereto attached that of the eight and one-half miles of road, three and one-half are already built. That is to say, the Old Township Road and the Old Portage Road Bed traverse about three and one-half miles, leaving five miles of new to be constructed. It is further likewise shown that it will be necessary to construct about ten thousand (10,000) feet of guard rails, and that concrete conduits will be necessary in the construction of said road, as follows: two hundred (200) feet of the size of thirty-six (36) inches, five hundred (500) feet of the size of eighteen (18) inches, and at Bear Run a six (6) foot conduit. It further appears by the estimate of said Engineers that the two miles of said road, covering the Old Portage Road Bed, (if such is available) will require ballast of native stone or pancake cinder to the extension of about thirty-five hundred (3500) cubic yards which, it is estimated, can be placed at a cost of about fifty cents (.50) per cubic yard.

The estimates for said guard rails, conduits and ballasts are included in the total estimate submitted by said Engineers.

The blue print hereto attached discloses the grades throughout the entire distance traversed by said proposed road, from which it appears that the steepest grade is seven per cent.

Your petitioners further represent that they have been urged by citizens of South Fork, Johnstown, Conemaugh, Franklin, and intervening places, and also by citizens residing at Summerhill, Wilmore and Portage to proceed under said Act of Assembly to cause said road to be constructed at the expense of the County, as provided by the said Act of Assembly, and accordingly the following resolution

was unanimously adopted by the Board of County Commissioners  
on January 29, 1915.

January 29, 1915.

"Commissioners all present and in session.

"Whereas, the County Commissioners are being urged by citizens of Johnstown, South Fork and intervening places to consider a proposition to build a county road from Franklin Borough to South Fork Borough in Conemaugh Township via Old Portage Tunnel, therefore

On motion of Osborn, seconded by Anderson it is resolved to employ A.B. Curry an engineer to make a survey of the proposed road and to submit plans thereof and estimates of the probable cost and to report his findings to the Board of County Commissioners as an aid to the proper consideration of the question or proposition to make the same a County Road. Carried unanimously."

Your petitioners therefore pray the Court to receive and file this petition and direct that notice be given of the same substantially describing the lines of the proposed improvement, by publication at least once a week for three consecutive weeks in three newspapers of the County in general circulation, and of the time when said application will be laid before the Grand Jury.

And your petitioners will ever pray, etc.

*T. A. Osborn*

*H. L. Anderson*

County Commissioners.



D E C R E E.

Now, <sup>6<sup>th</sup></sup> day of May, 1915, the within petition read in open Court and after due consideration the Court direct that the same be filed, and further that notice be given by the County Commissioners substantially describing the lines of the proposed improvement, by publication at least once a week for three consecutive weeks beginning next week, in at least three newspapers of general circulation, published in Cambria County, which notice shall further show that on Friday, June 11th, the application for the proposed road will be laid before the Grand Jury of Cambria County for full investigation and approval or disapproval.

By the Court

Cambria County, SS:

C-E-Troffell

being duly sworn

according to law deposes and says that the statements contained  
in the foregoing petition are true and correct as he verily believes.

Sworn and subscribed before

me this 6<sup>th</sup> day of May

A.D., 1915.

A. A. Kinkead,

Notary.

C-E-Troffell