

TOWNSHIP OF COLLIER
Ordinance No. 736

AN ORDINANCE OF THE TOWNSHIP OF COLLIER ACCEPTING THE
DEDICATION OF TRAILSIDE DRIVE WITHIN THE SUNRISE JUNCTION
PLAN AS PUBLIC STREETS AND APPURTENANT STORM SEWERS

WHEREAS, Sunrise Junction Plan (“Development”), located within the Township of Collier, was approved as a conservation subdivision pursuant to the Pennsylvania Municipalities Planning Code and Township Ordinances; and

WHEREAS, the Development was constructed pursuant to a written Developer’s Agreement (“Agreement”); and

WHEREAS, under said Agreement, the Developer was obligated to construct and install, in accordance with Township specifications, certain streets, storm sewers, drainage facilities and landscaping as shown on the approved plans for the Development; and

WHEREAS, the Township Engineer has certified that the Developer has completed construction of Trailside Drive, as described herein and as described in the Sunrise Junction Plan, recorded at Plan Book Volume 304, Page 162 in the Allegheny County Department of Real Estate; and

WHEREAS, Developer has caused to be posted with the Township of Collier, the necessary maintenance bonds and/or contractual commitments for maintenance for said improvements in accordance with applicable law, ordinances and resolutions of the Township of Collier in the Agreement between Developer and the Township of Collier; and

WHEREAS, the Township under said Developer’s Agreement is required to accept the aforementioned streets and storm and sewers located within the public right of ways of said streets as shown on the approved Storm Sewer as built drawing, if properly completed and bonded; and

It is ORDAINED by the Board of Commissioners of the Township of Collier that, having determined that the construction of the streets and storm sewers within the public right-of-ways, as described in Exhibit A was attached hereto was performed in accordance with Township specifications as certified by the Township Engineer and that a proper maintenance bond is in place, the Township hereby accepts dedication of said streets and storm sewers within the public right-of-ways, said improvements to be owned by and to be maintained by the Township of Collier, said acceptance to be effective as of the date of adoption of this Ordinance.

This Ordinance shall be effective upon adoption and recordation in the Township Ordinance book.

This Ordinance adopted at a duly assembled public meeting held this 22 day of April, 2024.

TOWNSHIP OF COLLIER

Valerie A. Salla
Valerie A. Salla, Township Secretary

By: Wayne M. Chiurazzi
Wayne M. Chiurazzi, President
Board of Commissioners

Recording Certification: This Ordinance recorded in the Township Ordinance book on April 23, 2024 by the undersigned.

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Valerie A. Salla
Valerie A. Salla, Township Secretary



Exhibit A
Sunrise Junction
Street Dedication Descriptions

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All that certain right of way to be dedicated, being Trailside Drive, 50.00 feet wide, as shown on the Sunrise Junction Plan of Lots as recorded in the Allegheny County Department of Real Estate in Plan Book Volume 304, Page 162, situate in Collier Township, Allegheny County, Pennsylvania, more particularly bounded and described as follows:

Beginning at a point at the intersection of the northwesterly right of way line of Gregg Station Road, State Route No. 3064, variable width, and the generally northerly right of way line of Trailside Drive, 50.00 feet wide; thence from said point of beginning by the generally northerly right of way line of Trailside Drive the following thirteen (13) courses and distances:

in a northerly direction by a curve bearing to the left having a radius of 25.00 feet through an arc distance of 37.76 feet to a point of tangency;

N 06° 51' 34" E a distance of 110.05 feet to a point of curvature;

in a northeasterly direction by a curve bearing to the right having a radius of 225.00 feet through an arc distance of 54.79 feet to a point of tangency;

N 20° 48' 43" E a distance of 119.54 feet to a point of curvature;

in a westerly direction by a curve bearing to the right having a radius of 323.93 feet through an arc distance of 451.51 feet to a point of tangency;

S 79° 19' 37" E a distance of 337.39 feet to a point of curvature;

in a southwesterly direction by a curve bearing to the right having a radius of 327.74 feet through an arc distance of 697.82 feet to a point of tangency;

S 42° 40' 02" W a distance of 71.35 feet to a point of curvature;

in a southerly direction by a curve bearing to the left having a radius of 125.00 feet through an arc distance of 75.54 feet to a point of tangency;

S 08° 02' 32" W a distance of 128.77 feet to a point of curvature;

in a southwesterly direction by a curve bearing to the right having a radius of 225.00 feet through an arc distance of 97.48 feet to a point of tangency;

S 32° 51' 58" W a distance of 150.74 feet to a point of curvature;

in a southeasterly direction by a curve bearing to the left having a radius of 25.00 feet through an arc distance of 39.58 feet to a point on the northeasterly right of way line of said Gregg Station Road;

thence by the northeasterly right of way line of said Gregg Station Road the following four (4) courses and distances:

in a northwesterly direction by a curve bearing to the left having a radius of 1181.11 feet through an arc distance of 39.62 feet to a point of tangency;

N 59° 45' 50" W a distance of 40.66 feet;

S 30° 14' 10" W a distance of 13.50 feet;

N 59° 45' 50" W a distance of 29.14 feet to a point on the generally southerly right of way line of said Trailside Drive;

thence by the generally southerly right of way line of said Trailside Drive the following thirteen (13) courses and distances:

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in a northeasterly direction by a curve bearing to the left having a radius of 35.00 feet through an arc distance of 53.37 feet to a point of tangency;
N 32° 51' 58" E a distance of 158.62 feet to a point of curvature;
in a northerly direction by a curve bearing to the left having a radius of 175.00 feet through an arc distance of 75.82 feet to a point of tangency;
N 08° 02' 32" E a distance of 128.77 feet to a point of curvature;
in a northeasterly direction by a curve bearing to the right having a radius of 175.00 feet through an arc distance of 105.76 feet to a point of tangency;
N 42° 40' 02" E a distance of 71.35 feet to a point of curvature;
in a northwesterly direction by a curve bearing to the left having a radius of 277.74 feet through an arc distance of 591.36 feet to a point of tangency;
N 79° 19' 37" W a distance of 337.39 feet to a point of curvature;
in a southwesterly direction by a curve bearing to the left having a radius of 273.93 feet through an arc distance of 381.82 feet to a point of tangency;
S 20° 48' 43" W a distance of 119.54 feet to a point of curvature;
in a southerly direction by a curve bearing to the left having a radius of 175.00 feet through an arc distance of 42.62 feet to a point of tangency;
S 06° 51' 34" W a distance of 106.16 feet to a point of curvature;
in a southeasterly direction by a curve bearing to the left having a radius of 25.00 feet through an arc distance of 39.58 feet to a point on the northwesterly right of way line of said Gregg Station Road;
thence by the northwesterly right of way line of said Gregg Station Road in a westerly direction by a curve bearing to the left having a radius of 1400.00 feet through an arc distance of 99.09 feet, also having a chord bearing of N 85° 22' 00" W and a chord distance of 99.07 feet, to a point at the intersection of the northwesterly right of way line of said Gregg Station Road and the generally northerly right of way line of said Trailside Drive, at the point of beginning.