Storm Water Task Force Meeting Minutes

April 14, 2022

6:30 pm

Attendees	
Dave Odom – Borough Resident	Ron Costa – Borough Resident
Paul Dern – Councilman	Dave Vento – Councilman
Bob Mitall – Borough Engineer*	Dave Seitz – Councilman*
Dave Reynolds – Borough Resident	Terry Siefers – Borough Resident
Mike Thomas – Borough Manager	Tyson Miller – KU Engineering*
Bill Bonura – Municipal/Water Authority*	Charlie Prokopik – KU Engineering
Bill Chapla – Borough Resident*	Dave Soboslay – Asst. Borough Manager*

*Not Present

1. Review Status of Proposed Long Term Solutions (KU Resources Recommendations Update)

   KU Resources reported that there has been a personnel change regarding the individual that will be responsible for attending Storm Water Task Force Meetings. The previous individual assigned is no longer with the company and a new individual will be assigned. The update for the long term projects using the proposed format will need to be completed for next month's meeting. KU resources provided the following status:

   - Oblock – Comments were received (letter dated 4/14/2022) from the DEP on the permit application for the Oblock project. There were a number of significant technical deficiencies that need to be addressed with the submittal. Given that there were significant technical deficiencies identified during the review (second technical review of this application), the DEP is requesting the Boro attend a meeting with DEP technical staff to review the deficiencies. The response to the DEP must be submitted within 30 days (by 5/14).

   - Center Beach – The draft letter to impacted residents regarding flood water mitigation for property owners to negotiate flowage easements are complete. The taskforce reviewed the letter and recommended some edits to include notifying residents that this will be an agenda topic at the next Storm Water Task Force public meeting to allow the ability for them to attend and ask any questions or voice any concerns during the meeting.

2. Update on Other Storm Water Work Completed Since Last Meeting

- Leechburg Rd. – Replaced 310 feet of 15-inch pipe. Replaced one inlet steel grate and frame. Total cost of this job in materials and labor came to $29,202.84

- Sardis Rd. – Replaced 20 feet of 15-inch pipe. Total cost of this job in materials and labor came to $3068.25

- Anderson Ave. – Replaced 200 feet of 15-inch pipe. Replaced one inlet. Total cost of this job in materials and labor came to $16314.05

- Carnival Dr. – Replaced 1 inlet repaired 6 inlets. Total cost of this job in materials and labor came to $16,046.50

- Plum Creek Park – Stream bank stabilization. Total cost of this job in materials and labor came to $14,049.60.

- Malabar Dr. Construction Update – Public works removed part of the collapsed culvert. This involved removing over half of the paved surface the rerouting of the sanitary line and the removal and rerouting a gas line. This stabilized the earth for the contractor to begin work thus saving the Boro from paying the contractor to do this work. As of today, the footers are installed, and they have begun to insert the new culvert under what is left of the existing culvert.

- Pipe Replacement Projects – There are also several pipe replacement projects scheduled for this year. Some of these projects are quite involved. For example, there are quite a lot of pipes that are going to be replaced in Holiday Park area for the 2022 paving project. One potential issue in moving forward is the limited ability to get materials in a timely matter. Prices have more than doubled on pipe materials

- Retention Pond Maintenance – Public Works Department has received a schedule of ponds that are excellent candidates for retrofitting from HRG Engineering and are currently waiting for the engineering to be completed.

3. Review New Storm Water Issues and Emails Sent to Storm Water Task Force

   a. Four Seasons Apartment Drainage onto Resident Property (Received on 3/30).

      Resident indicated that a lot drain that collects most of the water from the back corner of the lot does not have a pipe to divert the water into the storm water system. Water runs down the hill and into resident's yard and has eroded a ditch that is 2 ft deep in some areas. (Received on 3/30).

      The Boro Manager indicated that the Boro would contact the Four Seasons property manager to ensure they were aware of the problem reported by the resident, however; this was ultimately an issue between two property owners.

b. Anderson Ave./Millers Lane Flooding – Potential Root Cause Discovery

The flooding on Millers Lane up above Anderson Avenue that occurred in the Fall of 2021 (as witnessed after a heavy rain by the Boro Manager and Mr. Odom) seemed suspicious with respect to the time period of the events, the overall comportment and the back-up of water upstream of the Millers Lane culvert. The flood waters were certainly backing up well above the Millers lane culvert, but if the culvert was the sole cause of the flooding at that elevation, the water behind the bridge and the sides would have acted differently. Specifically, the water level would have flowed up to the bridge and around it, but not over it. At some lower volume of water the Millers Lane culvert will have reached its volume limit and being to back up, but only to the point when the water begins to flow around the bridge on the sides (because those areas are lower and water will always follow the path of least resistance.) However, in this case, the flood waters were backing up well above and behind the Millers Lane Culvert. In fact, it was backing up Millers Lane more than 5 feet in elevation above the highest point of the Millers lane bridge. The primary cause of the back up in the Anderson Ave. area had (has) to be further downstream. However, it is important to note in this case that it is clear that the Millers Lane culvert is also significantly limited in volume. However, if the downstream capacity were not also severely restricted, the water would continue to flow over the Millers Lane bridge but not back up Anderson Ave. In short, the Millers Lane bridge is clearly restrictive to heavy flows, but the elevation is lower than the road at Anderson Ave; therefore, the downstream restriction is causing the Anderson Ave. flooding-not the Millers Lane culvert.

To investigate the potential for downstream restriction, the Boro Manager walked the area of the stream from Millers Lane to the PA Turnpike culvert. His inspection of the area revealed that the turnpike culvert is partly collapsed along the upstream wingwall and partially blocking the culvert entrance. From the amount of debris built-up around the fallen wing wall, it is clear that it fell a few years ago. There is also considerable sedimentation built-up inside the culvert. It is estimated that the culvert is blocked with sediment by as much as 1/3rd of the volume capacity. The combination of the fallen wing wall and the severely restricted capacity of the culvert have significantly decreased the amount of water flow during heavy rain events. The elevation difference from the Turnpike culvert to the elevation of Anderson Avenue is less than 5-10 feet in elevation and only about 300 yards away. The severely restricted culvert at the Turnpike is not allowing the designed capacity of water flow to pass under the turnpike thereby backing up to the low lying areas in the vicinity of Anderson Ave.

To further compound this problem, when the turnpike installed the new bridge crossing on Unity Center Road, they moved the new bridge foundation (the dirt holding up the bridge) more than 100 feet closer to the culvert along the stream. The area immediate to the turnpike culvert was previously much lower in elevation and wider prior to the new bridge. This allowed additional heavy rain flows that were not previously able to flow under the restricted culvert to “spread out” and flood these lower levels 300 yards downstream of

Anderson Ave. When the new bridge was constructed the previously flooded area was filled in thereby further reducing the ability of the turnpike culvert to pass the heavy rain flows through to the other side of the turnpike and pushing the flood waters further upstream to Anderson Avenue. The Boro Manager also noted that the contractor for this project left considerable fill deposits in what had previously been permitted as the E&S pond for the project further reducing downstream volume capacity. To the resolve this issue, it is recommended that the Turnpike should be required to repair the existing culvert to restore it to its full volume capacity and to remove the soils that were left in the former E&S pond area to create some additional floodplain capacity in that area to reduce upstream impacts. This area no longer has any structures or residences and could service as additional floodplain capacity at some level. Additionally, the proposed turnpike widening project will only increase the upstream flooding on Anderson Ave. unless these issues are addressed and that the proposed design for the widening project in that specific area should attempt to increase the volume of the culvert if possible.

The Boro Manager has already reached out to the Turnpike Commission and anticipates meeting with the Commission in May to discuss the aforementioned issues and request their assistance in resolving them.

4. Planning for Next Public Meeting

The date for the next public meeting was tentatively scheduled for Saturday, May 21st. However, the task force discussed the date and it was determined best to hold the next public meeting on July 9th. This date was chosen to align with the Penn State Cooperative Extension offering of a “Stream Smarts” workshop, which is a hands-on, feet-in-the-water workshop series about streams and how you can help protect your property form erosion while improving stream health. This workshop is being held in Plum on July 9th and could easily be worked into the agenda for the public meeting allowing those in attendance to participate in the workshop.

The next Storm Water Task Force meeting is tentatively scheduled for May 19th.