

Derry Township Stormwater Improvement Project- Area 1

Project Description: Derry Township proposes a comprehensive upgrade to their current stormwater system, in areas with historical flooding and erosion problems. The proposed project includes the design of an integrated storm sewer, open channel, and roadway culvert elements in three distinct problem “areas” within Derry Township.

Area 1 – (aka “Mill Street”) of Derry Townships Storm Water Improvement project is designed to improve street flooding and property damage from intense storm events. The project begins at the intersection of Mill Street and Chocolate Avenue, then follows Mill Street to Hockersville Road, traverses through the Rosedale Apartment complex to Cherry Drive, then follows Cherry Drive to Sandhill Road, finally following Sandhill Road to the intersection with Clark Avenue. The project also includes two spurs; first near Greenlea Road at Governor's Road, and the second beginning at the Mill Street and Cedar Avenue intersection and running along the rear of the lots on Hillcrest Road, turning onto Chestnut Street and then ending.

Area 1 involves the replacement and realignment of approximately 2,300 feet of sanitary sewer line as well as approximately 12,000 feet of supplemental storm drainage system. This area contains sanitary sewer segments with little or no grade drop as well as restrictions due to poor hydraulic convergences at several manholes. This area also contains storm sewer that has less capacity than is desirable, which contributes to upstream flooding. The proposed project will also include new sanitary and storm sewer crossings under four lanes of PA Route 422 to increase capacity of the systems.

Project Cost and Funding: The expected construction cost of this area is \$2.4 million that will be funded by a combination of a state H2O Grant and a Pennsylvania Infrastructure Bank loan, both secured by Derry Township.

Project Schedule: Construction will begin, (contingent of securing requisite permits from Pennsylvania Department of Environmental Project and Pennsylvania Department of Transportation) during the late summer of 2010 and continue for approximately 12 months.