

Clarksburg Ten Mile Creek Sewer Study

Clarksburg/Ten-Mile Creek Citizens Advisory
Committee

September 24, 2015

Agenda

1. Confirm Approval of Meeting Summary – August 20, 2015
2. Questions and Comments from CAC Members (via email on September 14, 2015)
3. WSSC Responses
4. Questions/Comments from CAC in attendance
5. Next Steps
6. Open Comments from Public
7. Adjournment

Ground Rules

Citizens Advisory Committee – Meeting Ground Rules

- Only CAC Members and official agency representatives are seated at tables and allowed to participate. All other please sit in the outer chairs.
 - CAC members can send a substitute if they are going to miss a meeting
- Comments/Questions from CAC Members and support staff during meeting. Members of the public will have an opportunity to comment near the end of the meeting
- Please be respectful of each others' opinions/comments. Membership of this CAC represent various and diverse points of views, goals, and perspectives.
- Reminder - WSSC proposed draft sewer infrastructure plan.
 - Plan will be provided to CAC for review and comment. WSSC will complete a final draft plan with documentation of CAC member input and comments in the plan.

Citizens Advisory Committee Approval of from August 20th Meeting Summary

Questions And Comments From CAC Members (Email - Sep 14, 2015)

Summary of Questions and Comments from CAC Members

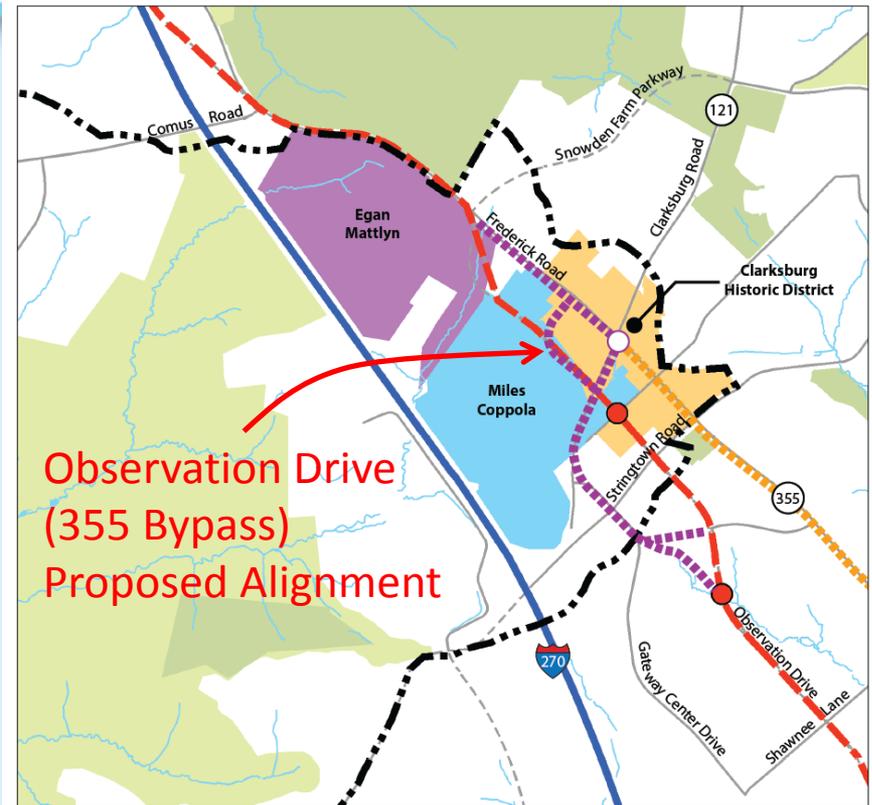
1. The plan to align sewers along the future Observation Drive west of Clarksburg Road – found in Alternatives 6, 7, 8, and 9 -- seems unrealistic (*Due to factors such as - Schedule, Final Alignment, Environmental Impact Analysis and State Funding etc.*). We ask that WSSC present to the CAC alternatives that can substitute for the bypass alignment if the road is not in design phase or built by the time property owners wish to develop.
2. Another question that should be addressed more thoroughly is the “orphaned properties” in both Alternatives 8 and 9.
3. DEP identified a sewer main from the Egan/Mattlyn property as having a potential impact where it crosses Ten Mile Creek at Rt. 355. WSSC did not address this impact in its presentation. (*Suggestions – Use gravity sewers on Dutrow Drive or a sewer main parallel to existing sewer lines along Dutrow Drive*)
4. Concerned about the plan to use deep gravity sewers for a length of 1,750 feet (one-third of a mile) along Rt. 355 and Observation Drive. This area is already known to have shallow depth to bedrock. Blasting would certainly be necessary to install these sewers and could have a serious impact on the geology, surface and groundwater, and existing buildings in the area. We would like to know what alternatives are available to using deep gravity sewers.
5. We are also interested in learning more about potential design requirements to mitigate the effects of corrosive gases on force mains. (*Interior Coatings, use of PVC/HDPE, redundant/parallel lines*). Could these new measures reduce the potential for pipe disintegration, cracking, and leaking and extend the life of the pipes?

(1) Observation Drive

The plan to align sewers along the future Observation Drive west of Clarksburg Road – found in Alternatives 6, 7, 8, and 9 -- seems unrealistic (*Due to factors such as - Schedule, Final Alignment, Environmental Impact Analysis and State Funding etc.*). We ask that WSSC present to the CAC alternatives that can substitute for the bypass alignment if the road is not in design phase or built by the time property owners wish to develop.

- Please see the proposed alignment of Observation Drive (MD 355 Bypass) from the Approved and Adopted Ten Mile Creek area Limited Amendment – July 2014
- Sewer service to Mile Coppola property could potentially follow any access road built to connect the development Clarksburg road.

Map 10: Properties East of I-270



(2) Orphaned Properties

Another question that should be addressed more thoroughly is the “orphaned properties” in both Alternatives 8 and 9.

- The parcels north of the Frederick Road could utilize grinder pumps to convey the wastewater to gravity sewers on Dutrow drive or to the gravity sewers on Frederick road. A few things to consider:
 - May need separate pressure lines for residential and non-residential development (CRT Zoning)
 - Capacity of Dutrow Drive sewers.
- It is also possible parcels south of the Frederick road can use grinder pumps to convey wastewater to the gravity sewers on Frederick Road.
- WSSC does not determine a property's potential for development. This study is aimed at developing a plan to provide sewer service to properties eligible to receive sewer service (based on a change in sewer category)



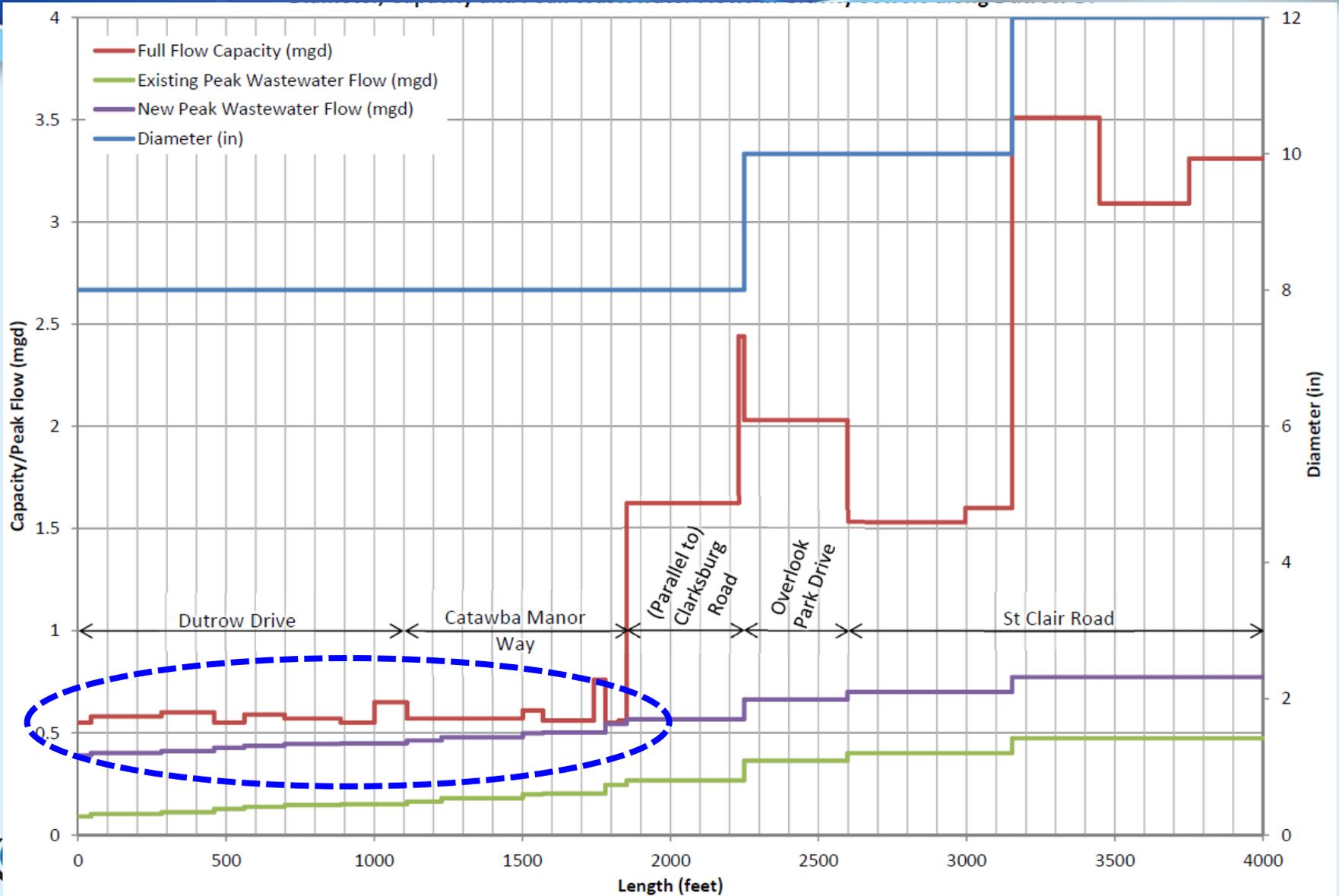
(3) Egan/Mattlyn Sewer Main Via Snowden Farm Pkwy and Dutrow Dr

DEP identified a sewer main from the Egan/Mattlyn property as having a potential impact where it crosses Ten Mile Creek at Rt. 355. WSSC did not address this impact in its presentation. (*Suggestions – Use gravity sewers on Dutrow Drive or a sewer main parallel to existing sewer lines along Dutrow Drive*)

- Using existing sewers on Dutrow Dr – Existing Sewers do not have the capacity to convey the peak flows from Egan/Mattlyn property (See Graph – next slide)
- Parallel sewer main – Dutrow Dr is a 25' wide neighborhood street with existing infrastructure such as water, sewer, storm, electric and gas lines. It is not possible to achieve necessary clearances for a parallel main.



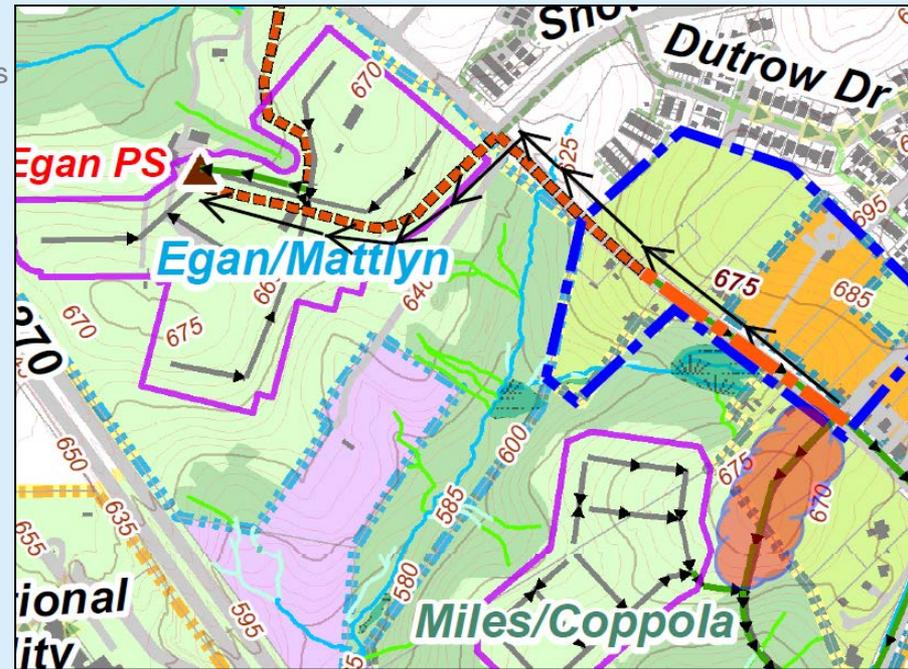
Capacity of Gravity Sewers on Dutrow Drive



(4) Shallow Depth Bedrock

Concerned about the plan to use deep gravity sewers for a length of 1,750 feet (one-third of a mile) along Rt. 355 and Observation Drive. This area is already known to have shallow depth to bedrock. Blasting would certainly be necessary to install these sewers and could have a serious impact on the geology, surface and groundwater, and existing buildings in the area. We would like to know what alternatives are available to using deep gravity sewers.

- More invasive construction methods than open cut would likely be necessary to construct the deep sanitary sewer within bedrock along Rt. 355 and Observation Drive. This may include:
 - Controlled Blasting
 - Tunneling through rock
- Both options are technically feasible. Could include a pre- and post-construction geotechnical settlement monitoring program
- WSSC projects have required controlled blasting in the past (Muddy Branch Relief Sewer, Seneca Relief Sewer).
- Blasting is a highly scientific and controlled practice. For narrow trenches, WSSC staff stated that blasting would not likely lead to any widespread damage to homes and structures nearby.
- Alternatives to deep sewer:
 - Alternatives that include Miles North PS do not use a deep Gravity sewer
 - Extend the Egan PS force main further east along Frederick Rd to a shallow sewer discharge point, deleting a portion of the deep sewer along Observation Drive and changing the sewer along Observation Drive to shallow depth.

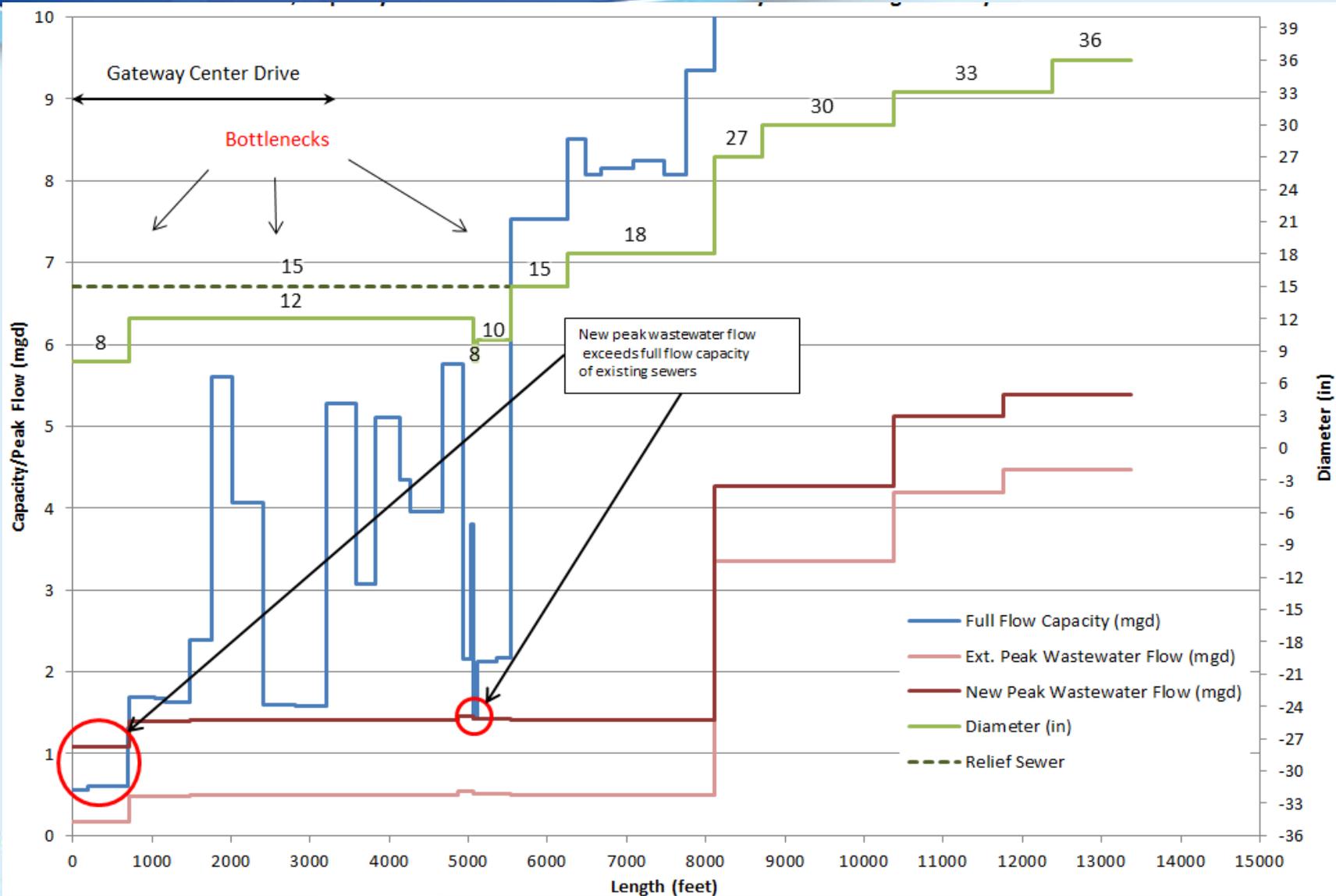


(5) Forcemain Design Requirements

We are also interested in learning more about potential design requirements to mitigate the effects of corrosive gases on force mains. (Interior Coatings, use of PVC/HDPE, redundant/parallel lines). Could these new measures reduce the potential for pipe disintegration, cracking, and leaking and extend the life of the pipes?

- WSSC Force main design guidelines already require an analysis to determine potential for Hydrogen Sulfide generation into proposed or existing sewers (Pomeroy's Equation).
- New design elements currently being considered:
 - Pipe Materials (HDPE, PVC etc)
 - Forcemain redundancy
- These measures are aimed at increasing reliability and extending the life of the pipes.
- New technologies and design guidelines will be adopted by WSSC after a careful and thorough internal analysis.
- New measures are currently being considered by WSSC, but there is currently no date set for their adoption into WSSC's guidelines for force main design.

Capacity of Gravity Sewers on Gateway Center Drive



Next Steps...

- WSSC will distribute the final draft of the sewer study report and post the report on the Ten Mile Creek Sewer Study web page (by the end of October 2015).
- Per the CAC procedure previously established, the CAC will be able to review and comment on the draft report via e-mail to Kenneth Dixon.
- A final draft of the plan, with CAC input, will be provided via e-mail distribution to the CAC members and posted on the WSSC web site. WSSC will also provide a cover memo with its recommendations to WSSC Management.
- Also, the final draft of the plan, with CAC input, and the WSSC sewer infrastructure recommendation cover letter will be transmitted to the County Council and County Planning Board in preparation for public hearings.

Open Comments/Discussion from Public

Ten Mile Creek Sewer Study Web Page at WSSC Web Site

[https://www.wsscwater.com/business--
construction/major-projects/ten-mile-creek--
clarksburg-sewer.html](https://www.wsscwater.com/business--construction/major-projects/ten-mile-creek--clarksburg-sewer.html)

Thank you for attendance. Have a safe and great evening.

We appreciate your support, participation and cooperation.