



Clean Rivers Project – Piney Branch Tunnel

ANC 4E - Monthly Meeting

September 29, 2026

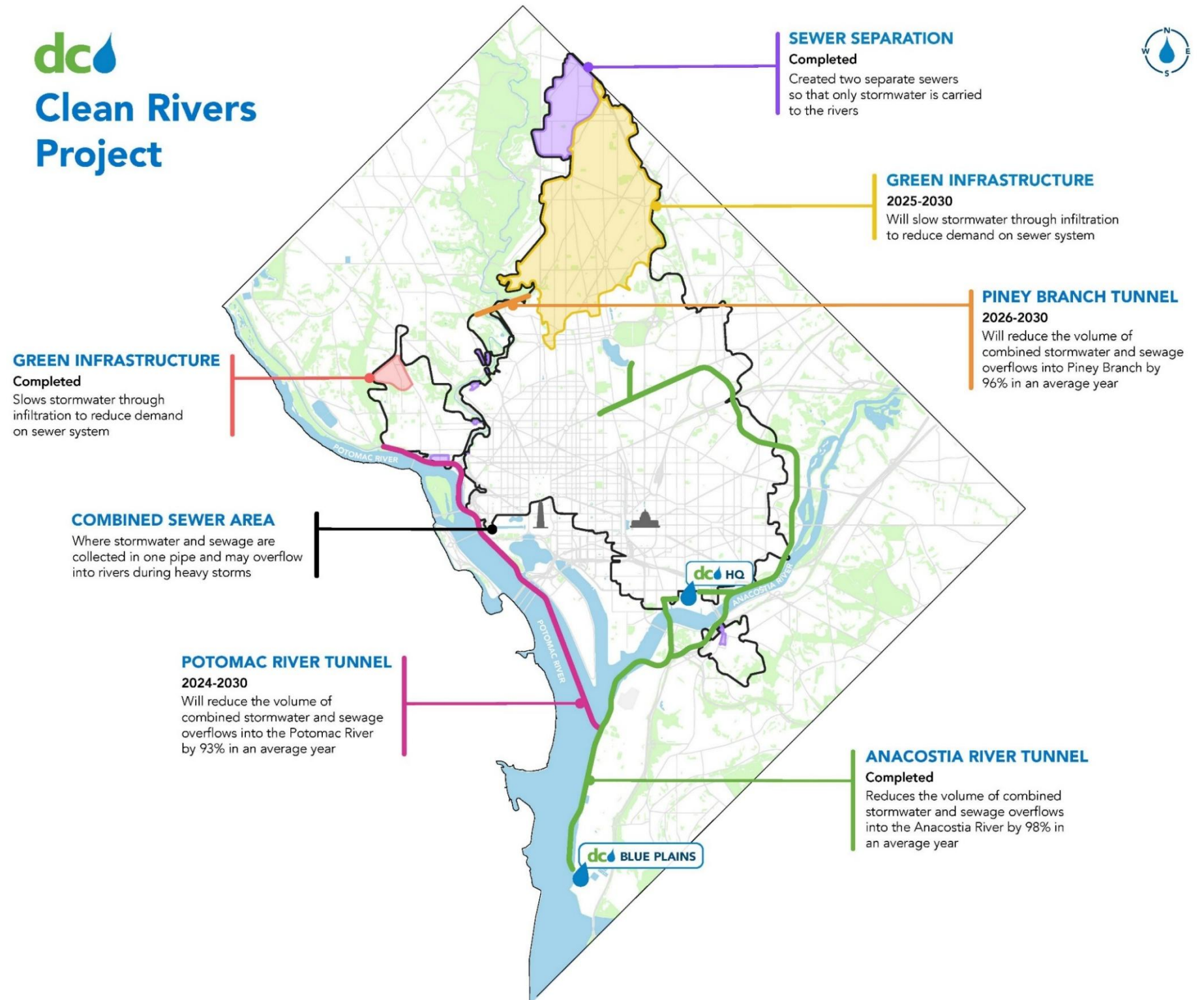


Moussa Wone, Chief Engineer and Vice President

dc Clean Rivers Project

The project is required by a Consent Decree signed by the Environmental Protection Agency, Department of Justice, District of Columbia, & DC Water

- 1/3 of District is served by combined sewers (12,478 acres)
- Combined Sewer Overflow (CSO) outfalls
 - 15 to Anacostia River
 - 10 to Potomac River
 - 23 to Rock Creek
- 25 yr implementation (2005 – 2030)
- 96% reduction in CSOs
- Approx. 1 million lbs./yr nitrogen reduction



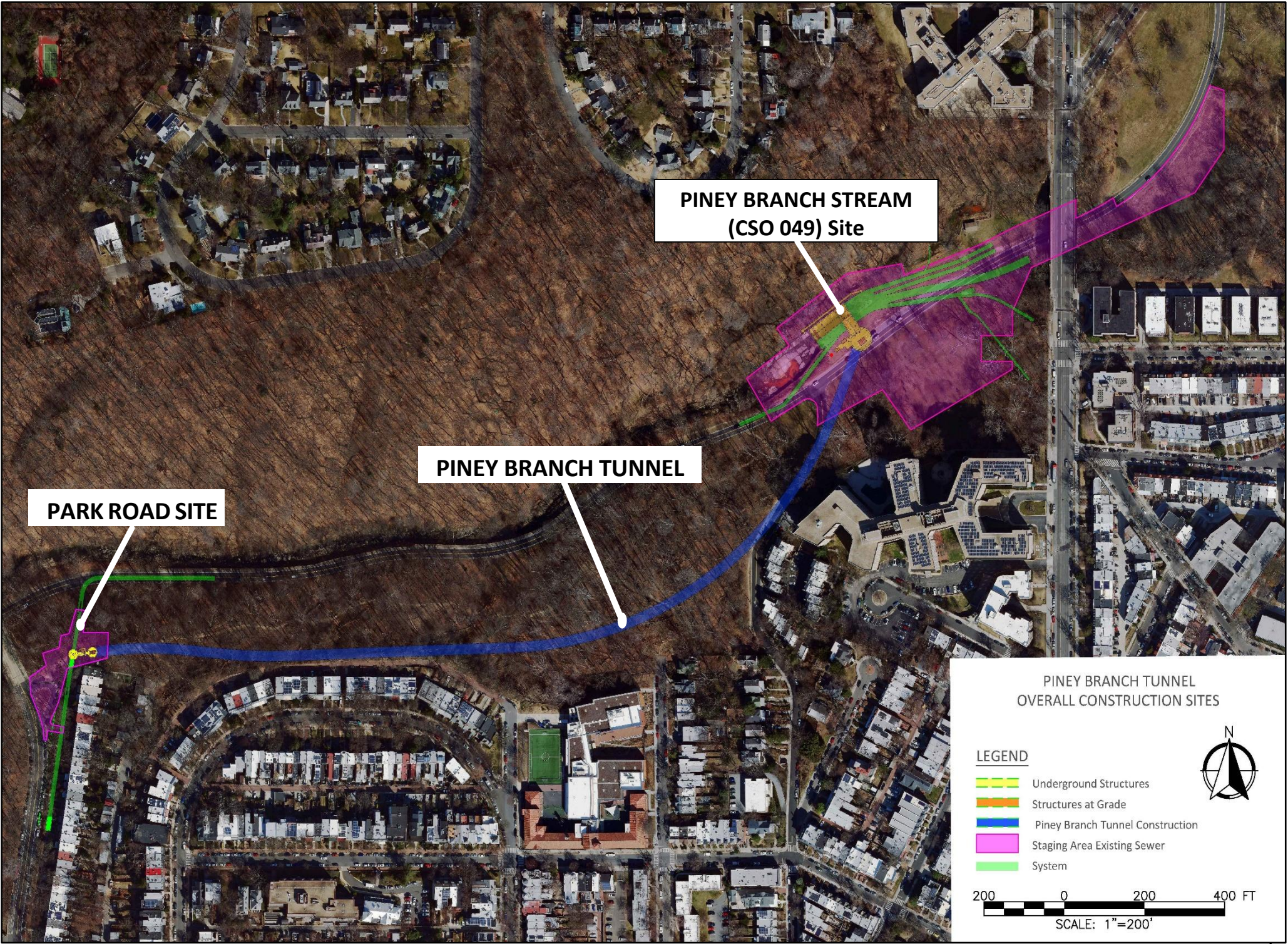


Piney Branch Tunnel Site & Project Overview

Tunnel Facts

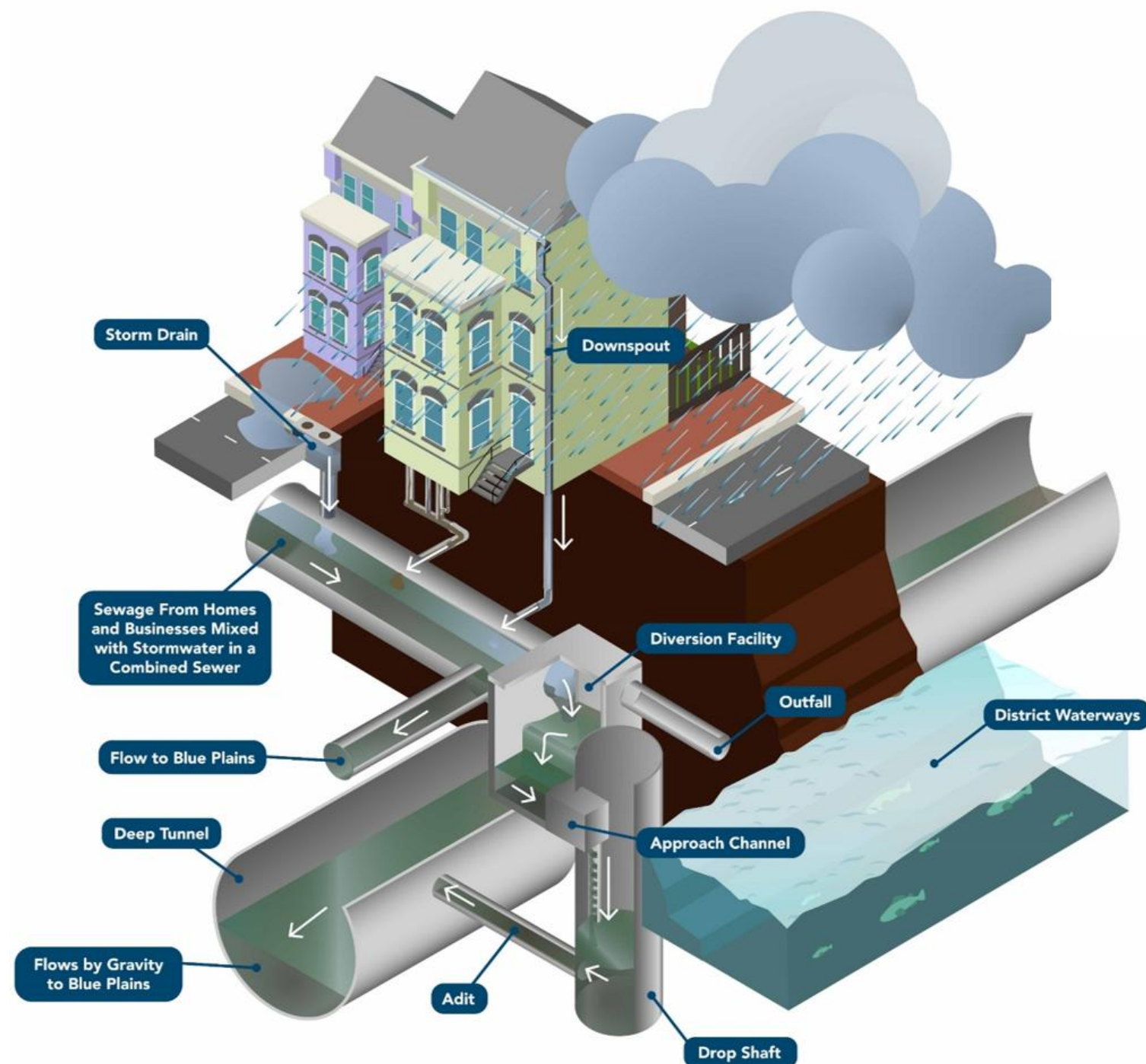
- Approximately 0.5 miles of 22-foot finished diameter reinforced concrete tunnel
- Tunnel will be excavated by drill and shoot and mechanized means
- Intercept and store overflow during rain event
- Discharge to sewer system by gravity after storm passes
- Construction 2025 to 2029
- Two Shaft Locations
 1. Piney Branch Stream (CSO 049)
 2. Park Road

Parameter	Before Clean Rivers	After Clean Rivers
No. Overflows (#/avg yr)	25	1
Overflow Volume (mil. gal./avg yr)	39.7	1.4
% Reduction	--	96%





How Does It Flow?



How The System Works

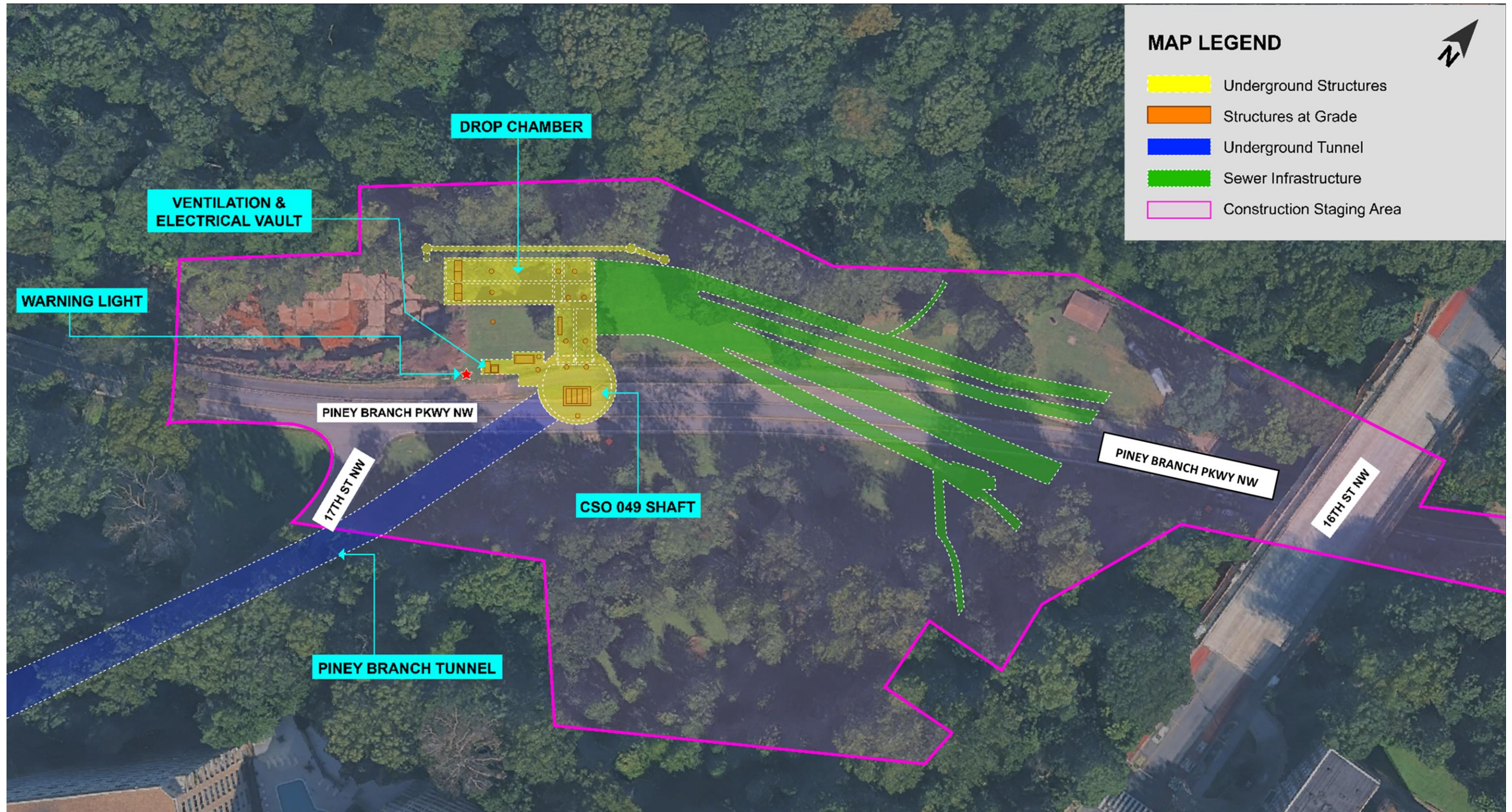
- DC Water's Clean Rivers Project has built a series of tunnels and diversion facilities that move sewage and stormwater to the tunnel during a storm event.

Diversion Facility Components

- Diversion chamber: constructed along the existing sewer to divert flow from the combined system when capacity is exceeded.
- Diversion sewer/approach channel: constructed to convey flows away from the existing sewer.
- Drop shaft: constructed to convey flows from the diversion sewer to tunnel depth.
- Adit: connects the drop shaft to the tunnel.

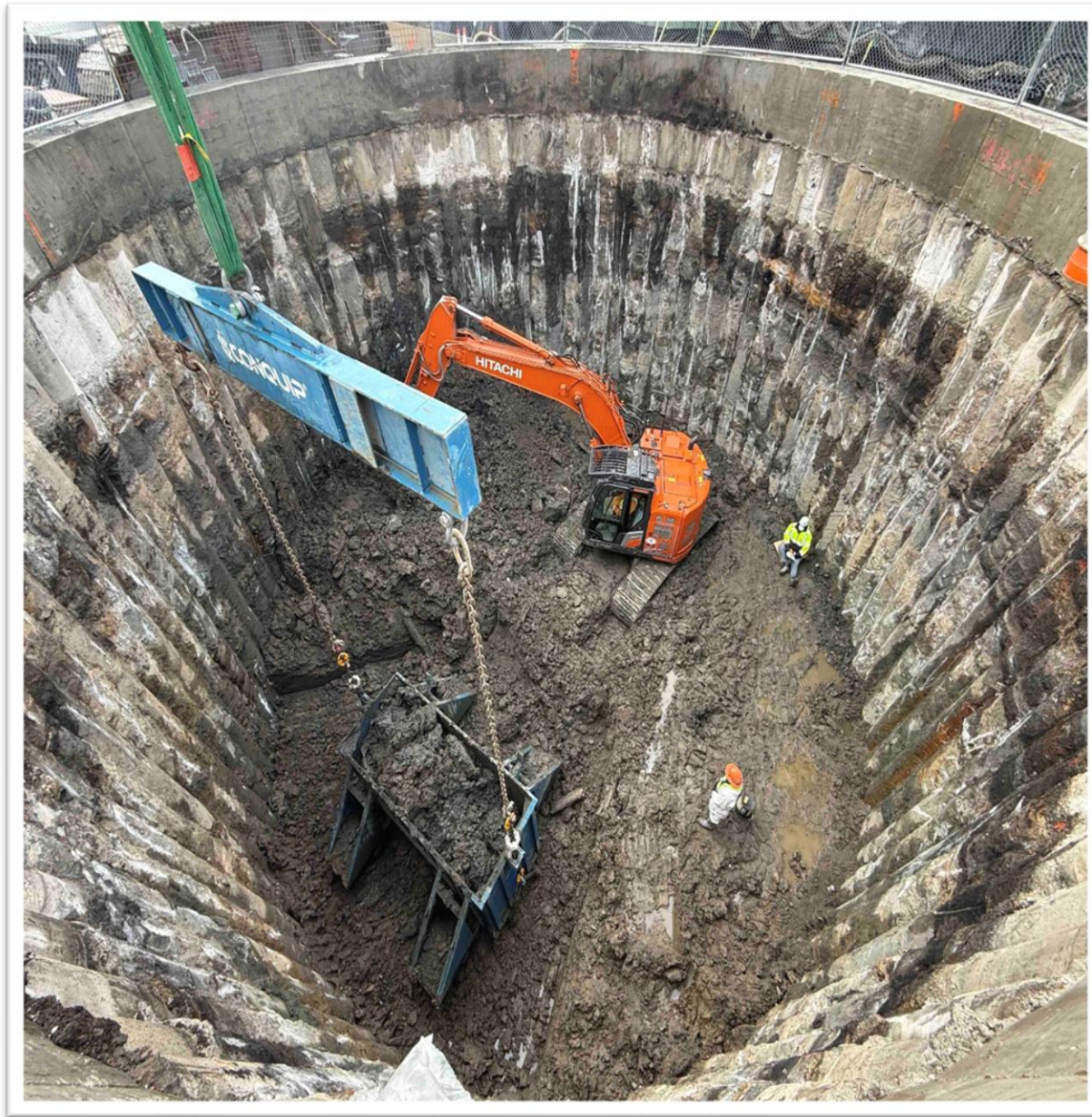


Piney Branch Stream (CSO 049) Construction Site





Excavating the Shaft to Begin the Tunnel



- Controlled underground blasting is necessary to dig a deep shaft for the start of the tunnel system at the Piney Branch Stream (CSO 049).
- Following completion of the shaft construction will begin on the tunnel which will also require controlled underground blasting.



Notification and Protection

- There is no danger to residents, businesses, or visitors.
- The blast operations will occur in a controlled manner under strict safety protocols.
- Our team works closely with DC FEMS, MPD, and NPS to ensure every operation is safe and well-coordinated.
- A Public Notice will be distributed a day in advance of the anticipated date of the controlled blast.
- Blast mats and shaft covers will be utilized to reduce noise, dust and possible debris.
- Noise and ground vibrations are monitored to ensure safety and compliance.





Controlled Underground Blasting

What to Expect

- Before each blast, there will be an air horn signal 5 minutes before the blast.
- Flaggers will enforce temporary closures to stop traffic on the parkway and 17th Street and pedestrians on the nearby trail.
- During the blast, there will be a series of discharges lasting approximately 5 seconds.
- Residents and businesses in the vicinity may hear moderate noise and feel mild ground vibrations.
- After the blast, another air horn will signal the “All Clear” to allow the trail to reopen and traffic to resume.

Shaft Blasting Frequency and Duration:

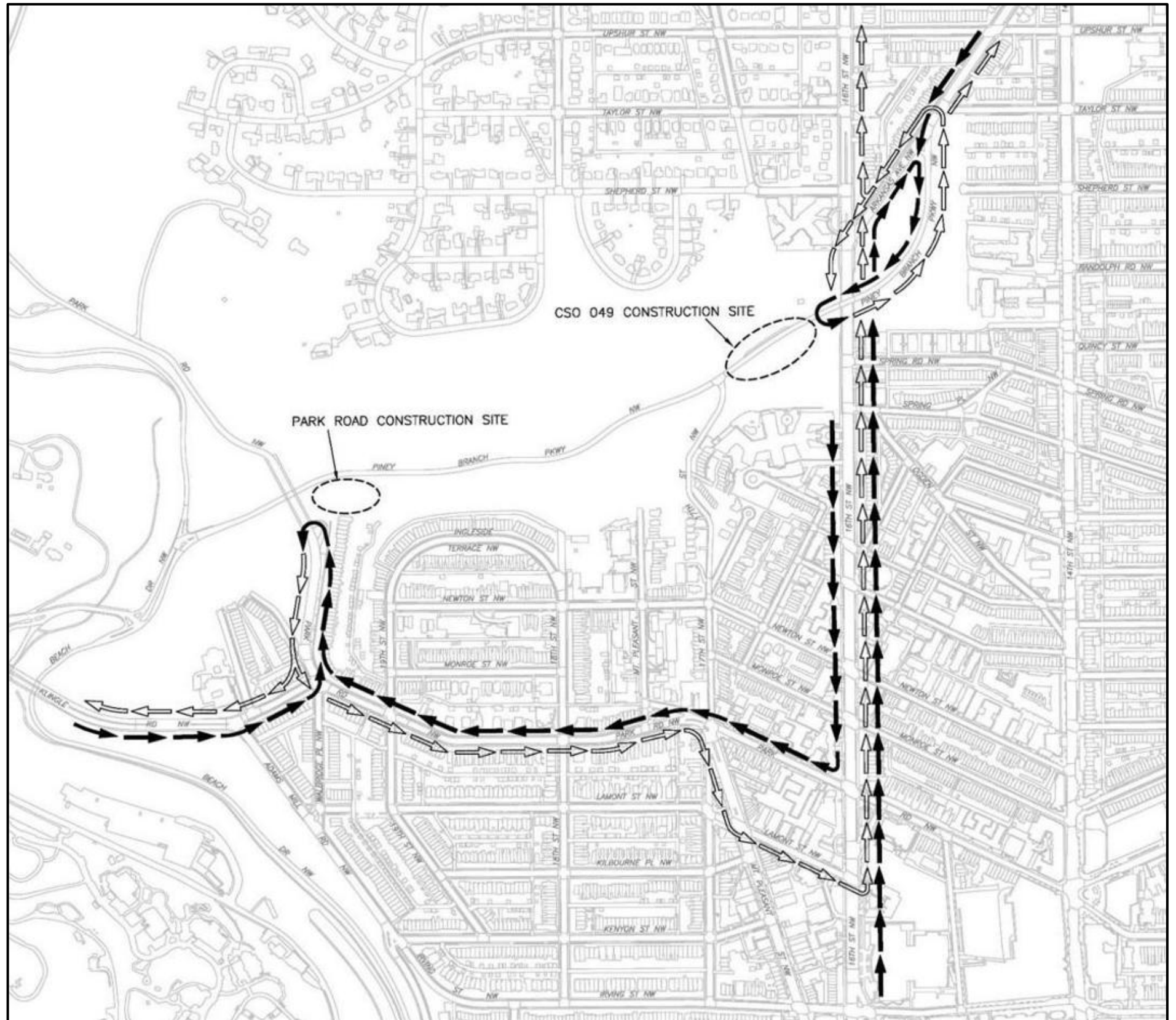
- Blasting of the shaft to start Fall 2026
 - 1 to 2 blasts per week
 - 4 to 6 total blasts
 - Approximately 2 months for shaft blasting
- No blasting on Sundays
- While we aim to keep the schedule as consistent as possible, blast dates may shift as field conditions or coordination needs arise

Maintenance of Traffic (MOT) Set-up & Removal Hours

- Monday – Friday 9:30 am – 3:30 pm.
- Monday – Friday 7 pm – 5 am.

Hauling Hours

- Monday – Friday 7 am – 7 pm.
- Hauling Saturday as needed.





Monitoring Noise & Vibration

- A monitoring program will measure and document movements.
- Instrumentation data is routinely reviewed by engineers from the Contractor and DC Water.
- A Right of Entry between DC Water and the Owner is required for survey targets to be installed and monitored on private property.
 - Survey targets will only be placed on the exterior of structures.
 - Survey targets will be measured daily when excavation occurs nearby.



- Noise and Vibration Specialist
 - Conducts daily monitoring
 - Implements mitigation measures
- Contractor held to DCMR limit of 80 dBA during weekday days
 - Nighttime limit 55 dBA
 - Weekend limit 60 dBA





Construction Site Mitigations

Impacts	Mitigation
 Adjacent Properties	■ Conduct preconstruction surveys of the project area before mobilization ■ Provide advanced notifications to affected residents and businesses to facilitate adequate preparation for anticipated impacts.
 Traffic	■ Ensure that crews are setting up the traffic control as approved by DDOT/NPS ■ Coordinate with DDOT/NPS on distribution of traffic advisories, including lane closures and detours. ■ Provide signage and barriers to safely direct motorists around work zones ■ Trucks will follow dedicated DDOT/NPS approved haul routes and hours
 Sidewalk/ Trail Closure	■ Provide safe paths/trails for pedestrians and bicyclists segregated from construction site. ■ Proactively notify the community of trail and sidewalk closures and duration
 Noise & Vibration	■ Noise and vibration monitored to meet DC Municipal & Regulations (DCMR) regulations. ■ Implement noise and vibration mitigation measures as needed.
 Site Maintenance	■ Implement site security measures. ■ Placement of dust and rodent control measures ■ Construction lighting shielded and directed away from residents

Contact Information

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