# SANITARY SEWER SYSTEM REHABILITATION ON CLARA BARTON PARKWAY



## A part of DC Water's Potomac Interceptor Program

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Starting September 8th, DC Water will begin repairs on a critical 78-inch sanitary sewer line located along Clara Barton Parkway near the I-495 exit. This line is part of the Potomac Interceptor, a key component of the region's wastewater system. The Potomac Interceptor carries over 60 million gallons of wastewater daily, starting near Washington Dulles International Airport and surrounding communities, crossing under the Potomac River, and continuing through Maryland to the Potomac Pumping Station in Washington, DC.

DC Water will rehabilitate an 800-foot section of the aging sewer line using sliplining, a minimally disruptive method that allows for continued service during construction. This effort is part of a broader initiative to restore the pipe before its condition deteriorates further. Sliplining, similar to geopolymer lining, is one of the most effective and long-lasting solutions for restoring aging infrastructure when no bends exist in the pipe, ensuring it remains structurally sound and operational for decades to come.

More information about sliplining and what to expect during this project can be found on the back.

## POTOMAC INTERCEPTOR REHAB

### SCHEDULE
- September 8th through April 2026
- 9:30a.m. to 2p.m.

### DECADES OF DEPENDABLE SERVICE
Sliplining has been around since the 1940's, making it one of the oldest trenchless pipeline rehabilitation methods still in use today.
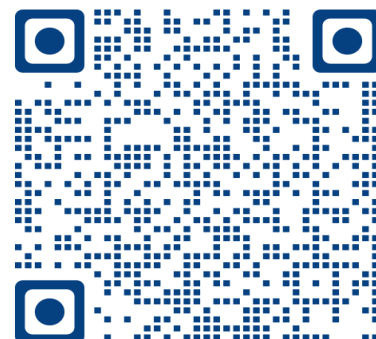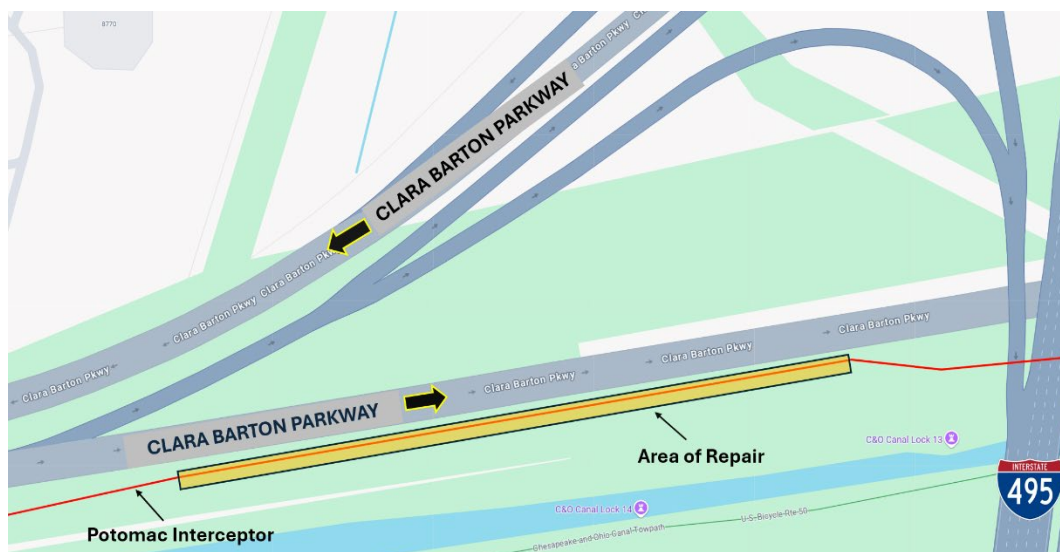
### ADAPTABLE FOR MULTIPLE PIPELINE TYPES
It's not just for one utility — sliplining is used across a wide range of systems, from storm drains to pressurized water mains.

### MINIMAL SURFACE DISRUPTION
Since it doesn't require digging up the entire pipeline, sliplining is ideal for preserving roads, landscapes, and minimizing traffic disruptions.

### BUILT FOR LONG-TERM DURABILITY
Utilizing highly durable, corrosion-resistant materials significantly enhance the longevity of the pipeline.



PI Rehabilitation at Clara Barton Parkway

*Scan the code for more information on the Potomac Interceptor* →

# WHAT IS SLIPLINING?

**SLIPLINING-** A trenchless method of repairing or rehabilitating existing pipelines, such as sewer lines, water mains, and storm drains, by inserting a new, smaller pipe (the liner) inside the existing pipe. This process involves pulling or pushing the liner into the existing pipe, then sealing the space between the two pipes with grout or other materials. It's a less disruptive and costly alternative to full pipe replacement, particularly when the surrounding soil is still structurally sound.

## DC WATER SLIPLINING

DC Water contractors will construct launch and receiving pits where 72-inch" fiberglass-reinforced pipe segments will be lowered. These segments will then be "pushed" into the existing 78-inch" Potomac Interceptor, forming a new pipe inside the existing one. (see photos below)



*(Photo 1): Shows a typical launch and receiving pit where new pipe segments are pushed into the existing sewer pipe. (Photo provided by Spiniello)*



*(Photo 2): Displays a typical 72" pipe segment that would be used to slip line a 78" sewer pipe.*

Scan the QR code to watch a short video about how sliplining works. Keep in mind, the project shown is much larger in scale than ours.

*Scan here* ⟶



# POTOMAC INTERCEPTOR HISTORY AND FACTS

**1960-** The 86th U.S. Congress authorized Public Law 86-515 for the funding and construction of the Potomac Interceptor on June 12, 1960.

**1964-** The Potomac Interceptor, tying northern Fairfax County and parts of Loudoun County, and Montgomery County, to the DC Blue Plains plant, is christened with its first sewage flows.

The Potomac Interceptor serves parts of Fairfax and Loudoun Counties, Town of Vienna, Herndon, Dulles Airport in VA, and Montgomery County, MD.



**54+**
Potomac Interceptor length in miles

**11**
Tunnel sections

**2**
River Tunnel Crossings

**36"-96"**
Diameter in inches of pipe size on Potomac Interceptor