

Parallel Peanut Line

Funding Request:
\$3,350,000

The Town of Amherst POTW (treatment plant and interceptor system) is a regional facility that was significantly upgraded during the construction grants period in the 1970s. The POTW serves The Town of Clarence (ECSD 5) and The Village of Williamsville.

- Three points of sewage discharge from the Town of Clarence (and ECSD 5) include: Klein Road sewer (weir restricted), Dodge Road Interceptor (open pipe), and Peanut Line Interceptor (open pipe)
- A significant portion of the Dodge Road Interceptor was constructed by ECSD
- As constructed, the Dodge Road Interceptor has capacity restrictions due to insufficient grade. The capacity issues manifest in significant surcharges during wet weather events
- For all intents and purposes, the Klein Road sewer is at capacity as well

The Peanut Line Interceptor was also constructed during the construction grants period. The interceptor starts as a 30 inch pipe on the east side of Transit Road and then reduces to 18 inch RCP pipe between Transit Road and Paradise Road and is aligned along a former railroad ROW that bisects the town from east to west. The interceptor terminates at the Westside Interceptor south of the Town of Amherst WPCF.

- In the early 2000s, significant flow (in the form of interceptor construction and sewer taps) was allocated within the existing Peanut Line sewer shed to serve projects in Clarence. All of the allocated connections have been constructed and accounted for
- The Town of Clarence has significant environmental issues to deal with relative to failing septic systems and two small package treatment plants

To remediate existing capacity restrictions, solve existing environmental issues in the Town of Clarence, as well as foster redevelopment projects in the Town of Clarence, the Town of Amherst (along with its partners) are prepared to study the following:

- Optimize the Klein Road connection to maximize benefit to any new interceptor construction and;
- Consider in situ improvements to Dodge Road Interceptor to maximize the benefit to any new interceptor construction and;
- Construct a parallel Peanut Line sewer from the Clarence side of Transit to Paradise Road increasing hydraulic capacity of interceptor segment to an equivalent 30 inch pipe

The most likely solution set consists of a mix of the above three with the most significant contributor of sewage capacity the construction of the Peanut Line parallel interceptor

