

Lake Elkhorn Dredging Information

January 2019

BACKGROUND:

Several years ago, the CA Board approved a lake management plan which called for more frequent dredging of inlet areas of our lakes. By dredging the inlet areas more frequently, we hope to catch much of the sediment and prevent it from getting into the main body of our lakes. In 2019/2020, it will be Lake Elkhorn's turn for dredging. The sediment will be removed using mechanical equipment (think like backhoes/front loaders/etc.) and loaded onto dump trucks to be taken to the new dredged sediment placement site built in Kings Contrivance.

For Lake Elkhorn, the areas to be dredged are the northwest forebay area and the area around the bridge at the inlet to the lake (near the forebay). These areas lie within wetlands and we will have to cross the wetlands to dredge the sediment. There are only two feasible ways into the forebay area: from Farbell Row or via the Elkhorn Branch Trail from Dasher Court. After carefully reviewing both access points and consulting with State and Federal officials, CA chose the route from Dasher Court for the dump trucks. The access from Farbell Row is very steep and may be difficult for the loaded dump trucks to navigate. Since the sediment is in the northwest part of the forebay (which borders the Elkhorn Branch Pathway) any use of Farbell Row to handle sediment removal would require CA to develop a way to get the sediment across the forebay. In addition, using Farbell Row for the dump trucks would impact residents directly fronting onto Farbell Row and Downdale Place. The trail from Dasher Court avoids driving directly in front of houses. No homes are immediately adjacent to, or front onto, the access route and only 3 homes are within 100 feet of the proposed truck route.

Also, after consulting with the State Department of the Environment, the U.S. Army Corp of Engineers, and BG&E, the decision was made to use temporary protective mats to cross the wetlands to the dredging areas. The regulatory agencies believe that the temporary crossing will have only minor, temporary impacts and that the wetland habitat would fully restore itself in a short time. Please note that no road will be built across wetlands. This will minimize the impact on the wetlands.

CA is aware that the Elkhorn Branch Pathway is heavily used and CA will provide a safe, marked detour route for pedestrians and cyclists around the sediment removal zone.

Please see

www.columbiaassociation.org/about-us/ca-open-spaceparks-recreation/lake-management/ for additional information regarding CA's Lake Sediment Management Plans.

TIMEFRAME:

If all permits are received, the dredging should occur late 2019/early 2020. The work is targeted for the winter months to help reduce any damage to the wetlands. It is expected to take two to three months to remove the sediment. Work hours will be from 7:00 AM to 5:00 PM Monday through Saturday.

QUESTIONS & ANSWERS:

Question: How much sediment will be removed?

Answer: Approximately 9,000 cubic yards; this will result in between 900 and 1000 dump truck loads.

Question: What will happen with the dredged sediment?

Answer: It will be trucked to the CA sediment placement site in Kings Contrivance.

Question: Why use mats in the wetland areas?

Answer: In order to minimize potential damage to the wetlands, the truck crossing route will be temporary, as short as possible, and on wetland mats. These mats are specifically designed to spread the truck loads out, thus minimizing soil compaction and impact to plants. This technique is commonly used and has proven to be successful. Mats are designed to not harm the plants' roots and rhizomes which are below ground. Thus allowing normal regrowth upon removal of the mats. CA, its environmental consultants, the MD Department of the Environment, the US Army Corp of Engineers, and BG&E have all visited the proposed wetland crossing site and agreed that the crossing with wetland mats would have minor temporary impacts and the wetland habitat would fully restore itself in a short time. Should the impacts be more than minor, CA will be required to install supplemental wetland plantings with native plants.

Question: Will any trees be removed for the dredging operation?

Answer: At this time, CA does not anticipate removing any trees for dredging work.

Question: What is the cost?

Answer: CA estimates the cost will be \$90,000 for planning/permits and \$1,000,000 for the actual dredging.

Question: How often will the forebay area of Lake Elkhorn be dredged?

Answer: CA has dredging trigger points which have been established. Surveys are done to see if the trigger points are being reached. CA estimates that the Lake Elkhorn forebay will require dredging every 4 to 6 years.

Question: Will Farbell Row be impacted?

Answer: Yes, CA will bring the actual dredging equipment down Farbell Row to the pathway to the Lake. This is similar to what was done during the initial lake dredging several years ago. The sediment disposal route will use Dasher Court and the Elkhorn Branch Pathway.