



**West Jasper Place/Sherwood Communities Drainage Construction Update Meeting
May 9, 2017
West Jasper/Sherwood Community Hall**

Attendance: 30 (approximate), including Ward 1 Councillor Andrew Knack.

Presenters: City of Edmonton: Todd Wyman, Director, Network Integration, Sustainable Development; Byron Nicholson, Director, Utility Infrastructure Delivery; John Cairns, Project Manager, Utility Infrastructure Delivery.

Note: the Powerpoint presentation is available at: edmonton.ca/westedmontonsewer

PRESENTATION

Update on Trunk Sewer Rehabilitation (see map on page 5)

Mr. Nicholson reviewed the progress of the work that has been done since the last community meeting in October.

- The shaft and bypass tunnel on 100 Avenue at 151 Street was completed.
- A second bypass tunnel currently being built along 151 Street between 100 and 99 Avenues was, as of May 8, more than 80% is complete. Once this work is done and the flow is diverted, repairs to the sewer line along 151 Street can begin.
- Sewer line inspections along 100 Avenue west and 151 Street north indicate repairs would not be required at this time.
- The pump station at 100 Avenue and 151 Street has been removed and the surface will be returned to normal soon. The air scrubber along 100 Avenue has also been removed as it was no longer needed there.

Mr. Nicholson indicated sewer line repair work required at 99 Avenue east of 151 Street will need another access shaft to be built at the intersection of 150 Avenue and 99 Street. An air scrubber will be put in place to control odours. Flow diversions at 97, 95 and 94 Streets from one existing tunnel to another is needed to allow inspections to be done of the sewer tunnel running south and east of the intersection of 99 Avenue and 151 Street. The inspections may indicate additional work is required beyond what is currently planned.

Once repairs are done, both the bypass tunnels will remain operational to accommodate additional capacity needs.

Project Schedule (see chart on page 6)

Mr. Cairns reviewed the construction schedule, noting much of the work will be done concurrently to speed completion. The bypass tunnel along 151 Street is scheduled for completion and the flow diverted by July, allowing rehabilitation of the tunnel junction at 100 Avenue to begin. The work on the 151 Street tunnel repair will begin in Q4 of 2017. Both the 100 Avenue and 151 sewer rehabilitations

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are scheduled to be completed in Q1 of 2018. 100 Avenue will be fully reopened to traffic in early 2018 once the shaft at 100 Avenue is closed (converted to a manhole) and the street surface is returned to normal.

Flow diversions at 97, 95 and 94 Streets will be completed by Q1 of 2018. A new shaft at 99 Avenue and 150 Street and subsequent rehabilitation of the sewer tunnel at the junction east of 151 Street along 99 Avenue will start in Q4 of 2017 and be completed in Q2 of 2018. At that time, inspections of the tunnels running east of 99 Avenue and south of 151 Street can be done to determine their conditions. This may necessitate additional repair work to be done. It was noted that any additional work east of 99 Avenue past the new access shaft to be built at 99 Avenue and 150 Street would likely be done from the Crestwood neighbourhood.

Mr. Cairns cautioned the project schedule may change due to unforeseen issues such as weather, delays in receiving materials, unexpected ground conditions and other productivity impacts.

EPCOR

On April 12, City Council approved the transfer of the drainage utility to EPCOR. The tentative date for the transfer is September 1, 2017. Mr. Wyman noted he is a member of the transition team working to make the transfer as streamlined as possible. He assured the group it is business as usual until the transfer occurs. After the transfer, Mr. Wyman anticipated no negative impacts to approved projects or their timelines.

COMMENTS AND FEEDBACK

Following the presentations, participants were invited to ask questions and provide feedback, either in front of the large group or later, at conversation stations set up around the hall. Several also provided comments via a feedback survey. This is a synopsis of the questions and feedback.

Project length and timing

Concerns were raised over how long the City has been in the neighbourhood compared to original completion estimates. A few participants said there was a lack of accountability and credibility in what is being communicated by the City. There was a general desire to know when the project will actually be completed.

Mr. Nicholson acknowledged the frustration of residents but explained it is difficult to assess how much longer City infrastructure services will be in the neighbourhood until all inspections are done. A construction schedule is somewhat easier to pinpoint but even that can be significantly affected by unknown, uncontrollable elements such as weather. He emphasized though that City staff is committed to sharing what they know, when they know it.

Inspections

In response to a question, Mr. Nicholson acknowledged that future inspections may show that more work is needed on the 99 Avenue tunnel east of 151 Street and the 151 Street tunnel south of 99

Avenue. This won't be known until the second quarter of 2018. He noted any additional work that may be needed is unfunded. However, any critical work would be done immediately. Less critical work would be prioritized along with other City drainage rehabilitation needs.

Odours

There were some concerns about the management of odours as the work progresses. Mr. Cairns said there is a strategy in place to control odours. This includes using surface air scrubbers, in-line chemicals, minimizing sewer line turbulence and preventing odours from escaping through shafts. It was acknowledged that odours will temporarily increase whenever shafts are open. Residents were encouraged to call 311 for any problems they notice within their homes so these can be individually investigated.

The City is constantly investigating how odours escape so it can improve mitigation measures. One lesson learned and a new tactic employed is working "in the dry" as opposed to an active sewer. This not only helps odour control significantly but it also increases safety and the speed of the repair work.

Traffic disruptions

Traffic disruptions caused by construction remains a concern of many residents. Mr. Cairns said at a minimum they will keep one lane open on a street. To decrease congestion, City employees and contractors have been told not to park by air scrubbers, fenced off areas or other places with restricted traffic flow. Truck traffic has been directed to 149 Street and this is being monitored.

Surface appearance/landscaping

Residents were assured by City staff that landscaping, sidewalks and streets would be returned to normal once construction is completed. 100 Avenue is scheduled for permanent surface repair in the spring of 2018. In the meantime, potholes and other surface issues like improper drainage will be repaired as required until permanent surfacing can be done. Councillor Knack noted triage for 151 Street is currently underway.

System Condition, Flows & Capacity

It was confirmed by that in addition to the bypass tunnels being left in service to enhance capacity, the W13 sewer line, currently a storage tunnel, will be converted to an active tunnel as part of the City's sanitary strategy.

City staff acknowledged West Jasper Place is a major junction point for sewers coming from north, northwest, west and southwest communities that then flows to Gold Bar Wastewater Treatment Plant. The City has a plan to continue developing capacity to Gold Bar but any twinning of sewers to Gold Bar would occur downstream of West Jasper Place/Sherwood.

In the past decisions were made with the best knowledge available at the time. Today, the routes of storm and sanitary sewer lines are chosen based on minimizing risk. For example, routing of lines underneath houses is no longer done because the risk is too high.

ARP Misinformation

A few residents noted that when the community's ARP was being drawn up, drainage and sewer in the area was reported to be "generally robust". This implied that all of the drainage lines in the local area were in this condition, when in fact they were not. There was general agreement among participants at the meeting that an amendment be made to the ARP reflecting the actual state of sewers in the area and the effect this has on infill considerations for West Jasper Place. Mr. Wyman agreed the system is not as robust as thought at that time and committed to taking the issue back to his planning group for resolution.

Shafts

In response to a question, it was confirmed that access shafts will be converted to manholes once the work is done. Any additional access shafts that may be needed for future 99 Avenue sewer line rehabilitation east of 150 Street would be constructed in Crestwood.

Measurements

One resident asked metre measurements on the project map be consistent (i.e. either use metres or millimetres, but not both).

Future Storm Sewer Tunnel

There was concern expressed that the neighbourhood will again be disrupted by construction of a major storm sewer line as suggested in a city-side Flood Mitigation Strategy released earlier this year. Mr. Wyman said planning for this was still at a high-level. The strategy has not gone to Council for consideration. He indicated though that the chances of a storm sewer tunnel being built under a major arterial road like 149 street were minimal because of the tunnelling risk.

UPDATES

Updates to interested West Jasper Place and Sherwood residents are provided through emails and regular community bulletins, delivered by email or mail (for those without email). Task Force meeting minutes, community meeting summaries, presentations, handouts and more are posted on the City of Edmonton website at edmonton.ca/westedmontonsewer

To join the mailing list or for additional information, contact 311 or email drainageprojects@edmonton.ca



PROJECT SCHEDULE

