

# TOWN OF VERMILION SANITARY TRUNK FLOW MONITORING AND UPGRADING

Project number 102414 -20



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**TOWN OF VERMILION  
SANITARY TRUNK FLOW MONITORING  
AND UPGRADING**

Prepared for:  
The Town of Vermilion

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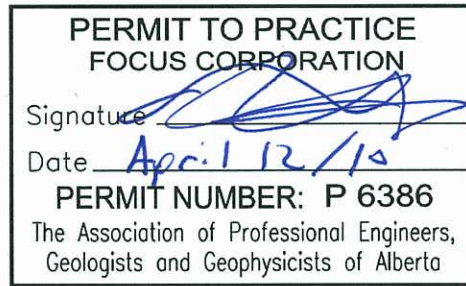
March 2010

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BLAIR E. RAYMOND, M.SC., P.ENG.



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## Executive Summary

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The Town of Vermilion sanitary trunk sewer is currently undersized for the majority of the sanitary peak wet weather flow. As the Town grows in size and population, the existing system is expected to be upgraded in order to accommodate the increasing sanitary flows. In 2007 the Town retained the Focus Corporation for services including a flow monitoring program and conceptual upgrading recommendations for the existing sanitary trunk sewer.

The flow monitoring program extended from the end of June until mid September 2007. GEOTivity Inc., was retained to install and maintain flow monitors at four locations along the sanitary trunk, as well as a rain gauge to collect rain data. Upon reviewing the flow monitoring data it was decided by Focus that none of the monitoring sites produced data that could be used for estimating average dry weather flows. Possible causes for the poor quality of the data include probe malfunction, drift or poor conditions for flow monitoring. An average dry weather residential flow generation rate of 300 L/person/day was selected instead. The other design criteria used in this analysis were based on the City Of Edmonton Design and Construction Standards.

Sanitary trunk survey data and sanitary trunk elevations from Town engineering drawings were compiled to create a spreadsheet model of the sanitary trunk main. The model was used to calculate the current flow rates and pipe capacities and identify the portions of sanitary sewer trunk currently operating over capacity.

The existing condition analysis confirmed that most of the sanitary sewer trunk west of Highway 41 had additional capacity, although there were several segments of 300 mm sewer currently over 86% of pipe capacity. East of Highway 41 the existing trunk was severely undersized, with utilization as high as 311% upstream of the WWTP. The sewer utilization was reviewed with the addition of approximately 85 ha of future residential development in the west end of the Town and 14 ha commercial development along Highway 41. This scenario showed that sewer utilization is expected to increase and affect parts of the trunk that were previously operating under capacity as well as worsen the conditions west of Highway 41.

Based on these findings, conceptual upgrades were recommended to provide adequate pipe capacity for future development. The proposed sewer improvements were prioritized based on the severity of the capacity constraints. The highest priority was assigned to the sewer section east of the Highway 41 crossing. Two options were examined for the conceptual sizing of the new trunk: a twinning option that would carry a portion of the flows while maintaining the existing trunk in service and a replacement option that would carry all the flows and see the old trunk abandoned. The condition of the existing sewer trunk would need to be assessed prior to selecting the first option. For the second option it was assumed that the existing trunk would remain in service during construction of the new sewer.

Due to the shorter length of the upgrades, the undersized sewer sections west of Highway 41 can be removed and replaced, while optimizing pipe slopes between tie-in points. Since some of the pipes to be upgraded are located in the Provincial Park, it is preferable to replace this sewer section at once.

Conceptual cost estimates have been included for both the twinning and replacement options.

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## Town of Vermilion – Sanitary Trunk Flow Monitoring and Upgrading

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## **1.0 Introduction**

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### **1.1 SCOPE OF WORK**

The Town of Vermilion Sanitary Trunk Flow Monitoring and Upgrading study presents the results of a sanitary flow monitoring program and the recommended upgrades for the sanitary trunk sewer in the Town of Vermilion. This work was undertaken by the Focus Corporation on behalf of the Town of Vermilion.

The scope of work in the study included the following:

- A flow monitoring program during the summer of 2007 to monitor peak flows in the sanitary trunk for the purpose of determining the utilization of the sewer.
- An assessment of the capacity of the existing sanitary trunk sewer. The assessment looked at pipe capacities under Peak Wet Weather Flows conditions and highlighted the existing system deficiencies.
- Proposed sanitary sewer trunk upgrades as needed for future development within the current Town boundaries

## 2.0 Data Collection

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The sources of information used in this report include:

- Sanitary sewer CAD drawings including pipe diameter, lengths and slopes for portions of the existing sanitary sewer system, provided by the Town;
- Sanitary trunk survey information, provided by the Town;
- Town of Vermilion land use and planning information;
- As-built engineering drawings of the sanitary trunk sewer, provided by the Town;
- Sanitary flow and rainfall monitoring data from GEOTivity Incorporated.

### 2.1 EXISTING SANITARY TRUNK SEWER

Based on discussions with the Town of Vermilion, only the sanitary trunk main was used in the analysis. The monitored portion of the sanitary trunk begins as a 300 mm sewer. The trunk crosses Highway 41 in a 600 mm casing with 500 mm liner and then flows east into another 300 mm sanitary sewer. This sewer becomes a 375 mm just north of Young Drive and continues east to the Wastewater Treatment Plant. The existing sanitary trunk system is shown in Figure 2.1.

### 2.2 FLOW MONITORING PROGRAM

GEOTivity Incorporated, a company specialized in flow monitoring was retained to install and maintain several flow monitors along the sanitary trunk. Four monitoring locations were selected by the Focus Corporation following discussions with GEOTivity Incorporated and also based on lateral sewer connections, accessibility and flow conditions. A rain gauge was also installed at the Town office, to collect rain data during the flow monitoring period.

The flow monitoring program extended from the end of June until mid September 2007. The monitoring equipment consisted of flow monitors that measured velocity and depth, which are then used along with the pipe geometry to calculate flow rates. The locations of the flow monitors and rain gauge are listed in Table 2.1. These locations are also illustrated in Figure 2.2 along with the sanitary drainage areas that contribute flows to the monitoring sites.

**Table 2.1 Flow and Rainfall Monitoring Locations**

Item	Location
Flow Monitor 1	West of the Wastewater Treatment Plant
Flow Monitor 2	50 <sup>th</sup> Street (Pare Drive), north of Young Drive
Flow Monitor 3	Park Drive and 56 <sup>th</sup> Street
Flow Monitor 4	Corner of Park Drive, north of 56 <sup>th</sup> Street
Rain Gauge	Town Office, 5021 – 49 <sup>th</sup> Avenue



## **Town of Vermilion – Sanitary Trunk Flow Monitoring and Upgrading**

It should be noted that there are a number of factors that contribute to the success of a flow monitoring program. One of the contributing factors is the configuration of the system at the location being monitored. The configuration of the pipes at the manhole chosen for monitoring, as well as the typical flow depth and velocity in the pipe being measured contribute to the quality of the resulting data. For instance, low flow depths and velocities may lead to ragging or fouling on the probes as the flow may not be vigorous enough to prevent debris from catching on the probe. Additionally, very small flow depths can sometimes be problematic to measure.

When the intention of the flow monitoring is to determine peak flows and evaluate the inflow/infiltration (I/I) into a sanitary sewer the pattern of rainfall during the monitoring period is also a factor. Although one season may provide sufficient data to provide a good sense of flow rates, patterns, and rain influences, it should be noted that there is no guarantee that one season of flow monitoring will provide the type of flow data or rainfall events of interest. Typically obtaining data over a series of seasons increases the likelihood of collecting data for the desired weather and flow conditions.

The monitoring sites are discussed below. The flow monitoring data from all of the sites is attached in Appendix A.

### **2.2.1 Flow Monitor 1**

Flow Monitor 1 was installed in Sanitary Manhole #3 on the 375 mm sanitary trunk sewer going to the Waste Water Treatment Plant (WWTP). The site receives sanitary flows from a total basin area of 344 ha, of which 304 ha are currently serviced. Sample depth, velocity and flow data from this site is shown in Figure 2.3.

This site shows the expected pattern of daily flows with a large rainfall spike noticeable on 25 June, however, after 10 August velocity data becomes unreliable. The sudden drop in velocity may be due to ragging or debris attached to the probe. This portion of data was not used in the following analysis as it is considered suspect.

### **2.2.2 Flow Monitor 2**

Flow Monitor 2 was installed in Sanitary Manhole #14 on the 375 mm sanitary trunk sewer line crossing 50<sup>th</sup> Street (Paré Drive) just north of Young Drive. The total basin area contributing flows to this monitoring location is 299 ha, of which 264 ha currently serviced.

This site follows a consistent daily flow pattern with large rainfall spikes corresponding to rainfall events on 25 June, 8 July and 11 and 20 August. After 28 August there is a significant jump in the velocity baseline that may be the result of sensor fouling or drift. This portion of data was not used in the following analysis as it is considered suspect.

## **Town of Vermilion – Sanitary Trunk Flow Monitoring and Upgrading**

### **2.2.3 Flow Monitor 3**

Flow Monitor 3 was installed in Sanitary Manhole #206 on the 300 mm sanitary trunk sewer at Park drive and 56<sup>th</sup> Street. The total basin area contributing flows to this monitoring location is 65 ha, of which 63 ha currently serviced.

The flow data at this site shows a daily pattern, although the overall profile is influenced by high variability in the velocity data. There is a gap in recorded data from 10 to 28 August.

### **2.2.4 Flow Monitor 4**

Flow Monitor 4 was installed in Sanitary Manhole #143 on the 300 mm sanitary trunk sewer at the Corner of Park drive, north of 56<sup>th</sup> Street. This monitoring location receives flows from approximately 51 ha in the northwest corner of the Town, of which 49 ha currently serviced.

Due to large fluctuations in velocity patterns over extended periods, data from Monitor 4 was not further analyzed.

### **2.2.5 Rain Gauge**

The rain gauge was installed at the Town office (5021 – 49<sup>th</sup> Avenue) to collect rain data during the flow monitoring period. Daily rainfall data recorded by this rain gauge is shown in Figure 2.4. The main rainfall events that were likely to cause wet weather flow responses in the sewer took place on 25 June and 20 August.

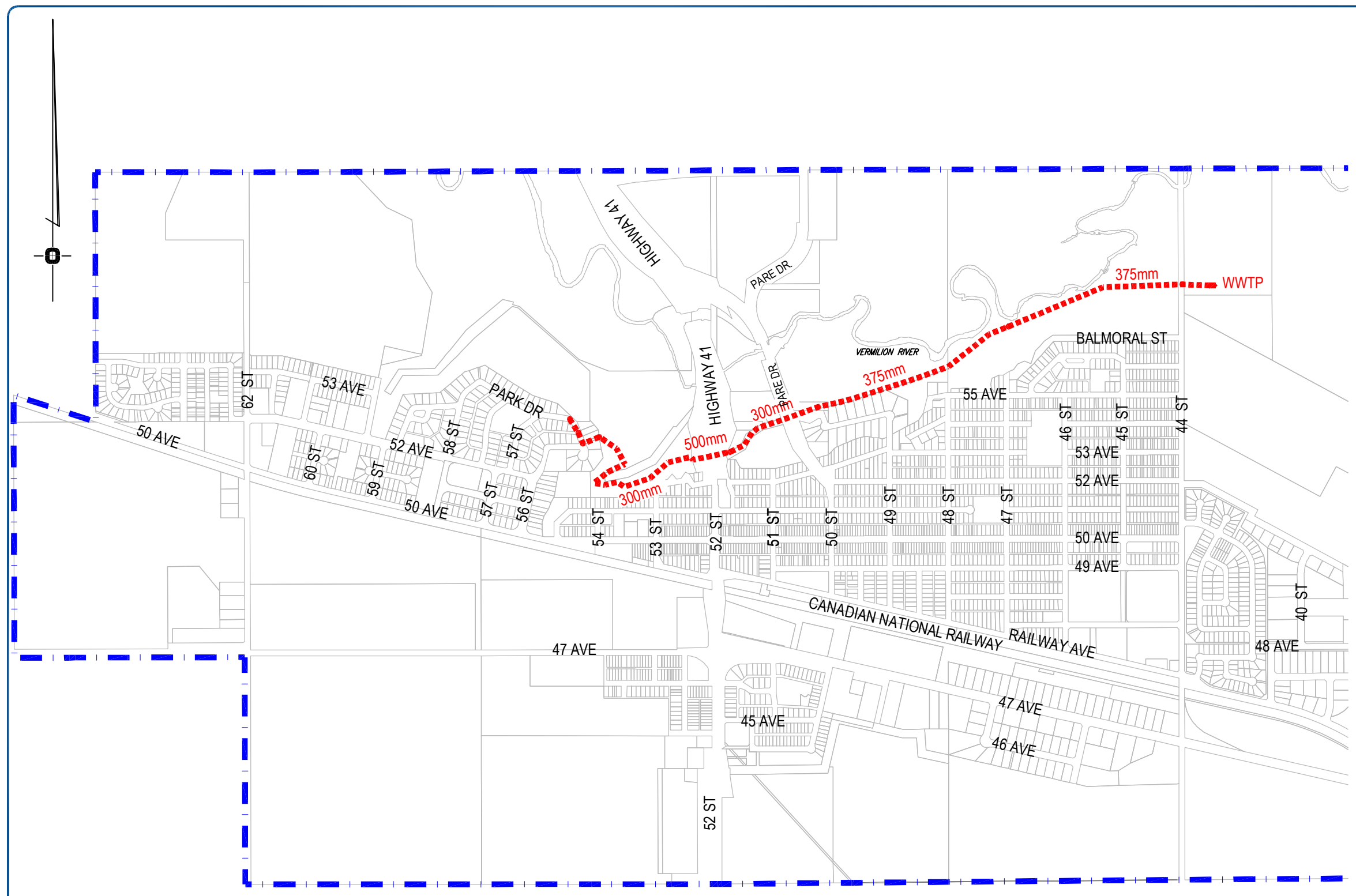


# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

- TOWN BOUNDARY
- 375mm SANITARY TRUNK SEWER AND SIZE



EXISTING SANITARY SEWER TRUNK  
**FIGURE 2.1**

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Project No. 102414	Date. DEC., 2009	Scale N.T.S.
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CAD FILE NAME: 102414-FIG 2.1-EX SAN TRUNK.dwg  
DATE PLOTTED: March 5, 2010



# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

-  TOWN BOUNDARY
-  SANITARY TRUNK SEWER
-  MONITOR LOCATION
-  RAIN GAUGE LOCATION
-  SANITARY BASIN BOUNDARY
-  SANITARY BASIN LABEL  
BASIN AREA

### FLOW AND RAINFALL MONITORING LOCATIONS

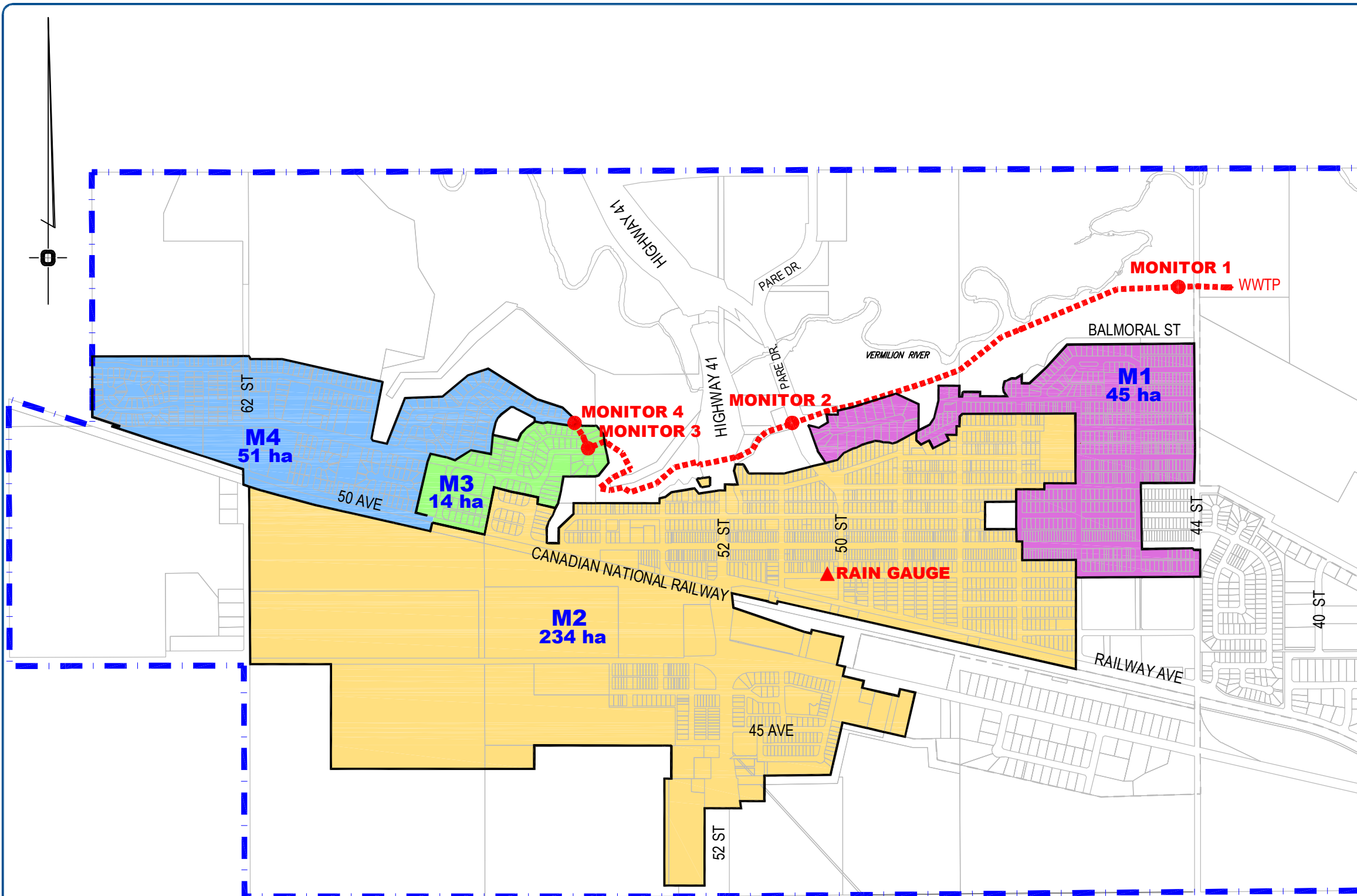
## FIGURE 2.2

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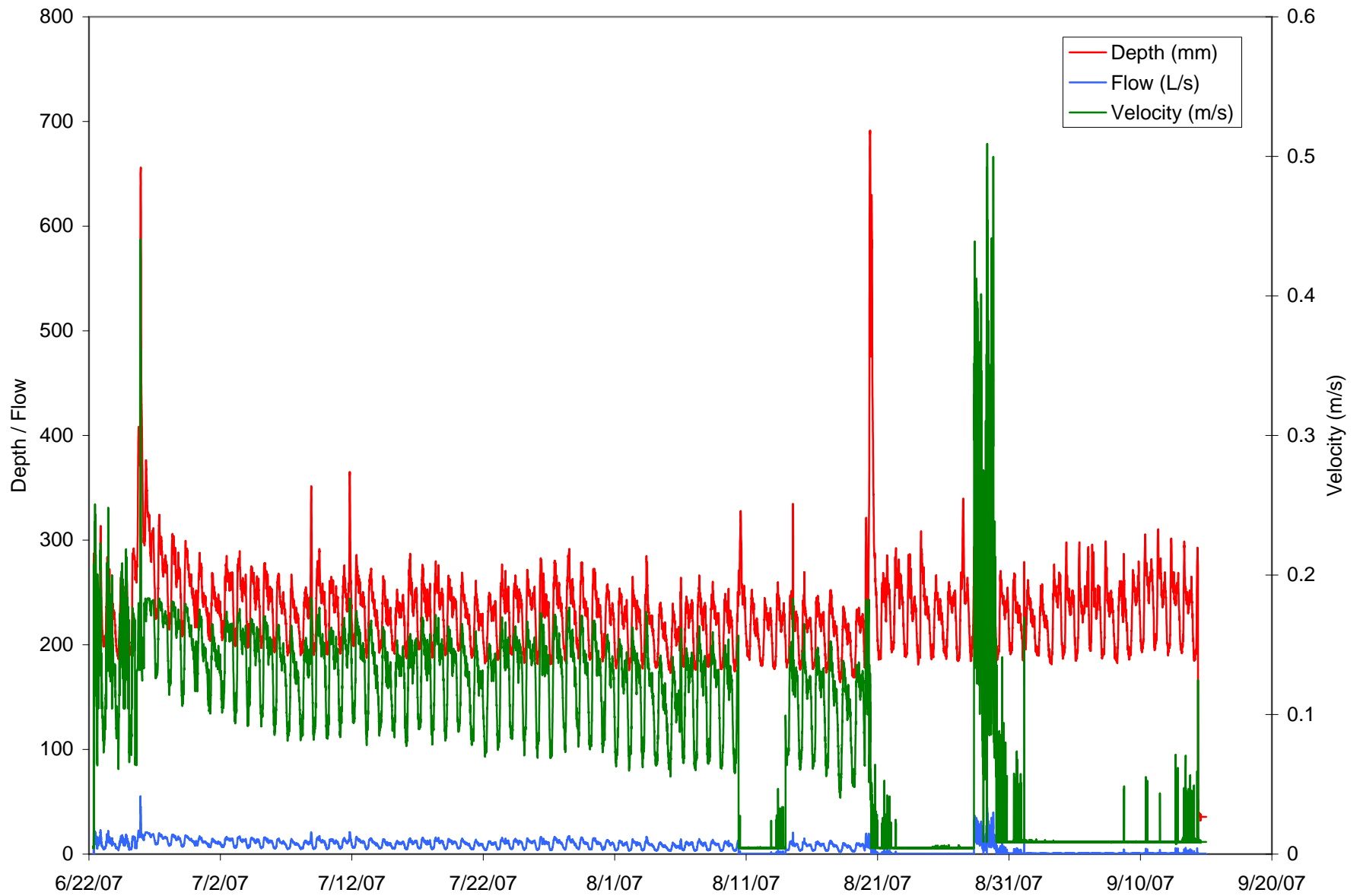


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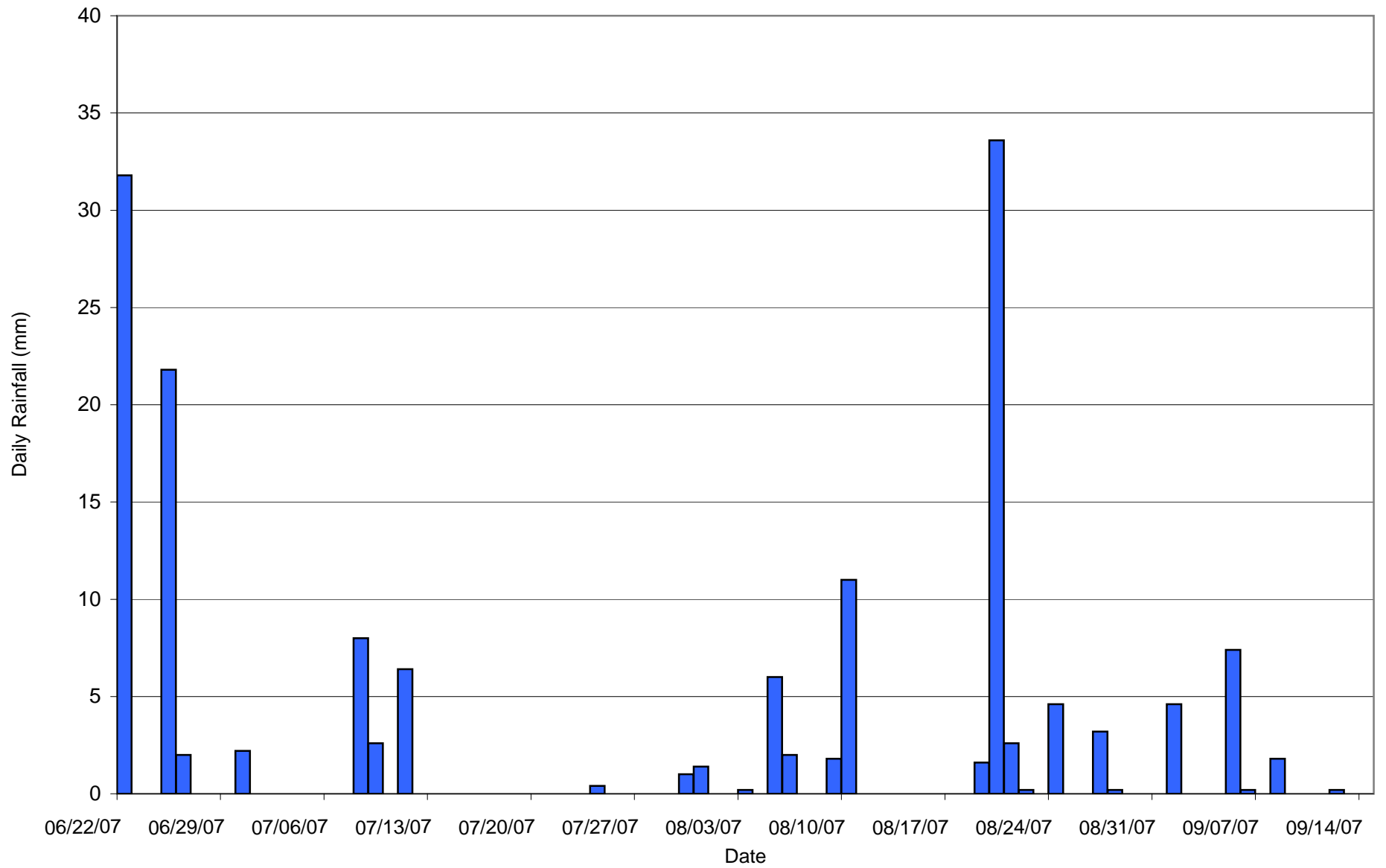
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CAD FILE NAME: T02414-FIG 2.2-FLOW.dwg  
DATE PLOTTED: March 5, 2010



**Figure 2.3**  
**Sample Depth, Velocity and Flow Data**



**Figure 2.4**  
**Daily Rainfall Data**

## 3.0 Sanitary Trunk Sewer Analysis

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As of 2006, the Town of Vermilion had a population of 4,036 and a total area of approximately 14 Km<sup>2</sup>. Currently the Town has a mix of residential, commercial, industrial and institutional land uses. There is also some cultivated agricultural land that falls within the municipal limits.

Future growth is expected to include an additional 14 ha of commercial development in the south end of the Town, along Highway 41 and approximately 85 ha of residential development in the west end of the Town. Further development on the Lakeland College campus is also expected to take place at the same time.

The land uses for the existing and future development areas within the Town are shown in Figure 3.1. The figure is based on the Town of Vermilion Land Use By-Law 1-2006. The future growth areas, based on discussion with the Town, are illustrated in Figure 3.2.

### 3.1 FLOW MONITORING DATA ANALYSIS

A cursory review of the flow data was performed by comparing flows for sites that are upstream and tributary to other sites. The sample flow data presented in Figure 3.3 shows flow magnitude anomalies for Sites 1, 2 and 3 and the high variability in the flow pattern that was previously noted for Site 4. As Site 3 is upstream of Site 2, the flows measured by Monitor 3 are expected to be lower than those measured by Monitor 2. The plot consistently shows Site 3 flows almost double in magnitude to those measured at Site 2.

The flows at Site 3 also appear unrealistically high when compared with the flows recorded at Site 1, as both flows are in the same order of magnitude but Site 1, which is downstream of Site 3, services a significantly larger area. Both anomalies indicate that there may have been some fouling of the flow monitoring probes at Site 3.

The flow data collected from Sites 1, 2 and 3 was then reviewed in order to estimate actual flow generation rates. The first step was the identification and screening of dry weather days for each of these sites.

Dry weather days are days in which sanitary flows are not influenced by rainfall; as such they can be used to determine average dry weather flows at the monitoring sites. In order to isolate the dry weather days, the rainfall data was screened based on the following criteria:

- no rainfall for the day
- less 2.5 mm cumulative rainfall within preceding 24 hours
- less than 10 mm cumulative rainfall within three days
- less than 25 mm cumulative rainfall within five days

For each monitoring site the dry weather days were screened in order to eliminate days which showed unusual flow patterns (outliers). Dry weather days with consistent flow patterns were divided into weekdays, Saturdays and Sundays and their data was averaged to produce typical dry weather days for these three groups.

## Town of Vermilion – Sanitary Trunk Flow Monitoring and Upgrading

The resulting daily flows calculated for the monitoring sites are shown in Table 3.1. As previously pointed out Site 3 dry weather flows seem suspiciously high when compared to the downstream sites. They are included in the following tables only for reference purposes.

**Table 3.1 Measured Flows**

Monitoring Site	Average Dry Weather Flow (L/s)	Peak Dry Weather Flow (L/s)	Peak Wet Weather Flow (L/s)
1	9.7	14.1	55.4
2	5	7.5	61.8
3	9.5	14.6	27.6

The typical dry weather days were then compared to the flows on the days with larger wet weather flows to estimate the I/I component of the flow. With the measured basin areas and estimated populations in those areas, the per capita flow generation and Inflow/Infiltration (I/I) were calculated, as shown in Table 3.2.

**Table 3.2 Flow Generation and I/I Calculations**

Monitoring Site	Serviced Area (ha)	Population	Average Dry Weather Flow (L/person/day)	I/I (L/s/ha)
1	304	3,767	223	0.23
2	264	2,894	150	0.37
3	63	944	867	0.32

As seen from the tabulated data none of the sites produced flow monitoring data that results in an estimation of average dry weather flows. If data for Site 3 is discarded, the average dry weather flow for Sites 1 and 2 becomes 187 L/person/day and 0.30 L/s/ha for I/I. As the flows shown in Tables 3.1 and 3.2 are based on total flows, they include the flows generated in commercial, industrial and institutional areas. That makes the actual per capita flow generation even lower than the average calculated here. It can be concluded that it is more realistic to use the dry weather wastewater generation rate of 300 L/person/day than the average of Sites 1 and 2, based on one season of flow monitoring. The calculated average I/I value matches the 0.28 L/s/ha recommended by Alberta Environment.



### 3.2 DESIGN CRITERIA

The design criteria used in this analysis are based on the City of Edmonton Design Standards and the Alberta Environment “Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems”:

- Average dry weather wastewater generation rates:
  - Residential average flow = 300 L/person/day
  - Commercial / Industrial / Institutional average flows = 20 m<sup>3</sup>/day/ha (0.2 L/s/ha)
- Peaking factors used to determine the peak dry weather wastewater flows:
  - Residential Peaking Factor, larger than 1.5 or  $PF = 2.6 \cdot P^{-0.1}$ , where P is the population in thousands
  - Non-residential Peaking Factor,  $PF = 10 Q_{avg}^{-0.45}$ , with a minimum value of 2.5 and a maximum value of 25, where  $Q_{avg}$  is the average flow rate
- Inflow/Infiltration = 0.28 L/s/ha
- Pipe roughness coefficient for all pipes = 0.013

The following design criteria, also based on the City of Edmonton Design Standards, were used for the sanitary trunk upgrades:

- New sanitary sewers not to exceed 86% of pipe capacity.
- Minimum design slopes:

Sewer Diameter (mm)	<Minimum Design Slope%
200	0.40
250	0.28
300	0.22
375	0.15
450	0.12
525 and Greater	0.10

- Minimum drop at manholes:

Change of direction	Minimum Drop (mm)
0° - 45°	30 mm
45° - 90°	60 mm

- Minimum cover for sanitary sewer: 2.6 m to top of the pipe

Existing population densities were set to match the 2006 census population based on the existing developed residential areas in Town:

- Low and Medium Density Residential = 2.2 cap/lot
- High Density Residential = 240 cap/ha

For future residential growth a density of 15 lots/gross ha was assumed, while keeping the existing population density of 2.2 cap/lot.

### **3.3 SANITARY TRUNK MODEL**

A model of the sanitary trunk main was created using Microsoft Excel in order to calculate the current flow rates and pipe capacities. The direction of flow in the sanitary sewers was used to delineate the sanitary basins of the flow monitors. Out of each sanitary basin, the serviced area was further segregated by type of land occupancy and used to estimate sanitary flow contributions. Portions of sanitary sewer trunk currently operating over capacity were identified. The model was then adjusted to reflect future growth and identify additional trunk portions that are expected to be over capacity as additional development takes place.

#### **3.3.1 Existing Sanitary Sewer Trunk Utilization**

The existing sanitary sewer trunk utilization illustrated in Figure 3.4 was determined based on the design flow generation rates and peaking factors. The calculations are based on the 2006 census population.

With the current development and land uses most of the sanitary trunk sewer west of Highway 41 seems to have additional capacity. Upstream of the Highway 41 crossing there are several segments of 300 mm sewer that show utilization values over 86%, with a total estimated length of 315 m. Survey data also indicates a negative slope of -0.2% for the sewer between SanMH327 and SanMH327A.

Downstream of the Highway 41 crossing the eastern half of the trunk is running severely over capacity, as the existing 375 mm line is not large enough to convey all the sanitary flows. Calculated utilization values for this portion of the trunk sewer range between 87% and 311%, with the segments most heavily over utilized being downstream of the Paré Drive crossing.

The utilization of the sanitary trunk sewer is as follows:

- 148 m utilized between 86% and 100%
- 297 m utilized between 100% and 120%
- 1,381 m utilized over 120%

It should also be noted that the existing sewer is shallow in places and does not meet the minimum 2.6 m recommended cover. The sewer utilization calculations are summarized in Table 3.3.

#### **3.3.2 Existing Sanitary Sewer Trunk Utilization with Future Development**

The sewer utilization was reviewed with the addition of approximately 85 ha of future residential development in the west end of the Town and 14 ha commercial development along Highway 41. The growth scenario also assumes that additional development on the Lakeland College campus will occupy approximately half of the campus area.

The future residential land use is expected to be of the low or medium density type, with lot densities of approximately 15 units/gross ha and an average population density of 2.2 cap/unit.

The sewer utilization resulting from adding the flows generated by future development to the existing trunk is shown in Figure 3.5. Trunk utilization is expected to increase and affect some segments in the western half of the trunk that previously were operating either below 86% capacity or between 86% and 100%. Downstream of the Paré Drive crossing utilization values for the trunk would run as high as 411%.

## Town of Vermilion – Sanitary Trunk Flow Monitoring and Upgrading

The utilization of the sanitary trunk sewer is as follows:

- 154 m utilized between 86% and 100%
- 229 m utilized between 100% and 120%
- 1,678 m utilized over 120%

The sewer utilization calculations are summarized in Table 3.4.

### 3.3.3 Future Sanitary Sewer Trunk Utilization

The current design requirement for new sanitary sewers is not to exceed 86% of pipe capacity. The overall capacity of the existing sanitary sewer trunk can be increased either by replacing the sewer in place with larger size pipes or by twinning. Although it is possible to build short temporary by-passes and re-route sewage during construction, a parallel sewer is preferable for larger scale upgrades, as the existing sewer can remain in service during construction.

This section identifies on a conceptual basis the sanitary trunk improvements needed for sections that are currently or expected to be exceeding capacity. The intent is not to propose the exact alignment of the sewer improvements, but rather a general framework that can be used in the future to select the most efficient upgrade option. The proposed sewer improvements are prioritized based on the severity of the capacity constraints under both present and future conditions.

#### Proposed sanitary trunk upgrades west of Highway 41 crossing

The sewer upstream of the Highway 41 crossing can be upgraded by replacing the undersized portions in place. This includes the following improvements, illustrated in Figure 3.8:

**Upgrade 1** - 23 m of 525 mm sanitary sewer between sanitary manholes 142 and 143

This is a high priority upgrade. The current 195% sewer overutilization is due to the flat 0.02% slope on the existing 300 mm pipe. The 525 mm upgrade assumes that the vertical alignment is maintained at both manholes. A better hydraulic solution would be replacing both this pipe and the pipe downstream while equalizing the pipe grades.

**Upgrade 2** - 62 m of 375 mm sanitary sewer between sanitary manholes 206 and 341

There is only marginal need for this upgrade, as the predicted utilization value for the existing sewer with future development is 89%. This sewer section is located in Vermilion Provincial Park, and has no services directly attached to it. As there are no risks of basement flooding, flows for this portion of the sanitary trunk can be monitored, without replacing the sewer unless it becomes necessary.

**Upgrade 3** - 230 m of 375 mm sanitary sewer between sanitary manholes 327 and T101

This is a medium priority upgrade. Current utilization values for this section are below 120%, whereas predicted utilization with future growth would reach 169%. The upgrade is also intended to correct the negative slope for the sewer between SanMH327 and SanMH327A.

This portion of the existing sewer trunk is located in the Vermilion Provincial Park and has no services directly connected to it. Although there is no risk of basement flooding associated with surcharge for this sewer section, there are potential environmental concerns. Due to existing terrain and restricted work spaces it is recommended to replace this entire length of sewer at once. It should be noted that the existing sewer is shallow in this area and appropriate insulation should be provided for the new pipes.

**Proposed sanitary trunk upgrades east of Highway 41 crossing**

These upgrades are urgent in nature, due to the severe overutilization of the sewer downstream of sanitary manhole 231. Since the entire length of the sewer to the WWTP has to be replaced while keeping the existing trunk in operation, the recommended upgrade philosophy would be to construct a new trunk, parallel to the old one. It is unknown at the moment if two sanitary trunks can fit side by side in the existing sewer alignment, or if terrain and vegetation conditions are too restrictive to allow for the additional sewer. Further investigation is needed to determine the feasibility of the proposed upgrades.

Two options, 4.A and 4.B, were investigated for this upgrade. Both options are based on tying the new sewer with the existing invert at the WWTP, while allowing for the minimum drops at manholes and the minimum pipe slopes. Under these circumstances there are several locations that do not meet the recommended 2.6 m of cover to the top of the pipe. Insulation can be provided to protect these sewer sections against freezing, or pipe grades can be adjusted to provide the minimum cover. In this case a lift station would be required at the WWTP.

**Upgrade 4.A - Twinning the sanitary trunk from sanitary manhole 231 to the WWTP**

Downstream of the crossing, the sewer can be twinned with an additional sanitary sewer intended to convey to the WWTP the flows tributary to sanitary manhole 231, basin M2. The rest of the sanitary flows will be conveyed to the WWTP by the existing sanitary sewer trunk. Connections between the old and new sewer could be made to make up for the lack of capacity in individual segments of the existing sewer. The estimated sizes and lengths of upgrades are as follows:

- 355 m of 375 mm sanitary sewer
- 475 m of 525 mm sanitary sewer
- 995 m of 600 mm sanitary sewer

The conceptual improvements needed for this option are summarized in Table 3.5 and illustrated in Figures 3.6 and 3.9

**Upgrade 4.B - Sanitary trunk replacement from Sanitary Manhole 231 to the WWTP**

Prior to twin line design, the general condition of the existing sanitary pipes should be investigated to decide if the sewer should be kept in service. In case the existing trunk is found to be in poor condition, and rehabilitation is not feasible, the proposed twin line can be sized to convey all sanitary flows to the WWTP. Under this scenario, once the new trunk is built, the existing trunk will be abandoned in place. The estimated sizes and lengths of upgrades are as follows:

- 355 m of 375 mm sanitary sewer
- 380 m of 600 mm sanitary sewer
- 995 m of 675 mm sanitary sewer
- 95 m of 750 mm sanitary sewer

The conceptual improvements needed for this option are summarized in Table 3.6 and illustrated in Figures 3.7 and 3.10.



Table 3.4  
Existing Sewer Utilization Calculations with Future Development

PROJECT: TOWN OF VERMILION  
JOB No. : 102414  
DATE: 2-Feb-10  
Computed by: SHS  
Checked by: BER

Per Capita Flow = 300 L/cap/day  
Commercial Flow = 0.20 L/s/ha  
Industrial Flow = 0.20 L/s/ha  
Institutional Flow = 0.20 L/s/ha

Infiltration Allowance = 0.28 L/s/ha  
Sag MH Inflow = 0.4 L/s/MH  
Pipe Roughness Coeff. = 0.013 (unitless)  
Residential Peaking Factor = 2.6P-0.1

Population Density  
Low and Medium Density Residential 2.2 cap/lot  
High Density Residential 240 cap/ha



From MH	To MH	Landuse	Residential										Non-Residential					I/I				PWWF (L/s)	Size (mm)	Slope (%)	Length (m)	Cap. (L/s)	Full Flow Vel. (m/s)	PWWF Flow Vel. (m/s)	PDWF Flow Vel. (m/s)	PWWF to Cap. (%)	U/S Rim (m)	U/S Inv. (m)	D/S Inv. (m)	U/S Cover (m)	D/S Cover (m)
			Added Lots	Total Lots	Pop. Dens. (cap/lot)	Added Area (ha)	Total Area (ha)	Pop. Dens. (cap/ha)	Added Pop.	Total Pop.	Peak Factor	Avg. Flow (L/s)	Added Area (ha)	Total Area (ha)	Added Avg Flow (L/s)	Peak Factor	Tot Avg Flow (L/s)	PDWF (L/s)	General (L/s)	Added Sag MH	Total Sag MH														
SanMH143	SanMH142	Industrial LDR	1670	1670	2.2	46.81	0.00	0	0	1.50	0.00	1.94	1.94	0.39	15.31	0.39	5.94	0.54	0.00	0.00	6.48	300	0.02	22.70	13.68	0.19	27.83	2.92	360%	611.606	606.276	606.272	5.030	4.920	
			2	1672	2.2	0.1	46.91	4	3678	2.28	12.77	1.94	0.00	15.31	0.39	35.09	13.68	0.00	0.00	48.77															
			3	1675	0.25	47.16	240	60	3738	2.28	12.98	1.94	0.00	15.31	0.39	35.52	13.75	0.00	0.00	49.27															
SanMH142	SanMH141	Commercial LDR	1675	1675	0	47.16	0	3738	2.28	12.98	0.15	2.09	0.03	14.81	0.42	35.77	13.79	0.00	0.00	49.56	300	0.84	35.40	88.63	1.25	1.29	1.18	56%	611.492	606.192	605.896	5.000	5.350		
			1675	1675	0	47.16	0	3738	2.28	12.98	1.94	0.00	15.31	0.39	35.52	13.75	0.00	0.00	49.27																
			1675	1675	0	47.16	0	3738	2.28	12.98	4.20	6.29	0.84	9.02	1.26	40.93	14.97	0.00	0.00	55.89															
SanMH141	SanMH206	Commercial LDR	28	1703	2.2	7.39	54.55	62	3800	2.28	13.19	4.20	6.29	0.00	9.02	1.26	41.36	17.04	0.00	0.00	58.40	300	0.78	41.20	85.40	1.21	1.31	1.20	70%	611.546	605.896	605.574	5.350	6.200	
			5	1708	0.51	55.06	240	122	3922	2.27	13.62	6.29	0.00	9.02	1.26	42.23	17.18	0.00	0.00	59.41															
			6	1714	2.2	1.08	55.06	0	3922	2.27	13.62	6.29	0.00	9.02	1.26	42.33	17.48	0.00	0.00	59.81															
SanMH206	SanMH341	LDR	1714	1714	2.2	0.36	56.50	4	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.33	17.48	0.00	0.00	59.81	300	3.41	61.80	178.57	2.53	2.28	2.07	33%	612.074	605.574	603.465	6.200	3.540		
			2	1716	2.2	0.36	56.50	4	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00	0.00	59.94															
			1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00	0.00	59.94																
SanMH341	SanMH341A	LDR	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00	0.00	59.94	300	10.60	69.20	314.83	4.45	3.43	3.13	19%	607.305	603.315	595.972	3.690	1.850			
			SanMH341A	SanMH329	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
			SanMH329	SanMH328	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
SanMH328	SanMH340	LDR	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00	0.00	59.94	300	0.71	42.50	81.48	1.15	1.26	1.16	74%	596.723	594.753	594.452	1.670	1.990			
			SanMH340	SanMH327	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
			SanMH327	SanMH327A	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
SanMH327A	SanMH326	LDR	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00	0.00	59.94	300	-0.02	40.60	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	596.063	594.043	594.053	1.720	2.660			
			SanMH326	SanMH325	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
			SanMH325	SanMH342	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
SanMH342	T100	LDR	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00	0.00	59.94	300	0.12	84.60	33.50	0.47	0.71	0.53	179%	595.702	593.382	593.262	2.020	1.860			
			T100	T101	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
			T101	SanMH231	1716	1716	0	56.50	0	3940	2.27	13.68	6.29	0.00	9.02	1.26	42.36	17.58	0.00														0.00	59.94	
SanMH231	SanMH230	Commercial LDR	1716	1716	0	56.50	0	3940	2.27	13.68	47.11	53.40	9.42	3.44	10.68	67.80	30.77	0.00	0.00	98.57	300	0.89	123.78	356.22	1.81	1.35	1.23	17%	595.200	592.600	591.500	2.100	3.000		
			Industrial LDR	1716	1716	0	56.50	0	3940	2.27	13.68	2.10	55.50	0.42	3.39	11.10	68.59	31.36	0.00	0.00														99.95	
			Institutional LDR	1716	1716	0	56.50	0	3940	2.27	13.68	99.58	155.08	19.92	2.50	31.02	108.55	59.24	0.00	0.00														167.79	
SanMH230	SanMH228	LDR	762	2478	2.2	94.92	151.42	1676	5616	2.19	19.50	155.08	0.00	2.50	31.02	120.21	85.82	0.00	0.00	206.03	300	1.82	63.05	130.46	1.85	2.17	2.10	160%	595.000	591.078	589.953	3.622	5.340		
			MDR	37	2515	2.2	0.32	151.74	81	5698	2.18	19.78	155.08	0.00	2.50	31.02	122.48	86.20	0.00	0.00														206.67	
			HDR	17	2532	1.05	152.79	240	252	5950	2.18	20.66	155.08	0.00	2.50	31.02	122.48	86.20	0.00	0.00														208.68	
SanMH228	SanMH177	LDR	2532	2532	0	152.79	0	5950	2.18	20.66	155.08	0.00	2.50	31.02	122.48	86.20	0.00	0.00	208.68	300	3.37	69.50	177.52	2.51	2.84	2.71	118%	595.593	589.953	587.608	5.340	1.760			
			SanMH177	SanMH178	2532	2532	0	152.79	0	5950	2.18	20.66	155.08	0.00	2.50	31.02	122.48	86.20	0.00														0.00	208.68	
			SanMH178	SanMH179	2532	2532	0	152.79	0	5950	2.18	20.66	155.08	0.00	2.50	31.02	122.48	86.20	0.00														0.00	208.68	
SanMH177	SanMH178	LDR	2532	2532	0	152.79	0	5950	2.18	20.66	155.08	0.00	2.50	31.02	122.48	86.20	0.00	0.00	208.68	375	1.00	78.50	175.33	1.59	1.79	1.72	119%	583.838	578.578	577.792	4.885	3.125			
			SanMH178	SanMH179	2532	2532	0	152.79	0	5950	2.18	20.66	155.08	0.00	2.50	31.02	122.48	86.20	0.00														0.00	208.68	
			SanMH179	SanMH333	2532	2532	0	152.79	0	5950	2.18	20.66	155.08	0.00	2.50	31.02	122.48	86.20	0.00														0.00	208.68	
SanMH179	SanMH333	LDR	2554	2554	2.2	4.99	157.78	48	5998	2.17	20.83	155.08	0.00	2.50	31.02	122.81	87.60	0.00	0.00	210.41	375	0.21	133.60	80.35	0.73	11.63	0.82	262%	580.190	577.380	577.093	2.435	2.285		
			SanMH333	SanMH345	2554	2554	0	157.78	0	5998	2.17	20.83	155.08	0.00	2.50	31.02	122.81	87.60	0.00	0.00														210.41	
			SanMH345	SanMH336	2554	2554	0	157.78	0	5998	2.17	20.83	155.08	0.00	2.50	31.02	122.81	87.60	0.00	0.00														210.41	
SanMH336	SanMH346	LDR	2554	2554	0	157.78	0	5998	2.17	20.83	155.08	0.00	2.50	31.02	122.81	87.60	0.00	0.00	210.41	375	0.09	120.20	52.60	0.48	134.41	3.33	400%	579.753	577.093	576.981	2.285	3.195			
			SanMH346	SanMH346A	2554	2554	0	157.78	0	5998	2.17	20.83	155.08	0.00	2.50	31.02	122.81	87.60	0.00														0.00	210.41	
			SanMH346A	SanMH351	2554	2554	0	157.78	0	5998	2.17	20.83	155.08	0.00	2.50	31.02	122.81	87.60	0.00														0.00	210.41	
SanMH346A	SanMH351	LDR	2554	2554	0	157.78	0	5998	2.17	20.83	155.08	0.00	2.50	31.02	122.81	87.60	0.00	0.00	210.41	375	0.13	60.39	63.22	0.57	48.73	1.22	333%	578.790	575.830	575.770	2.585	2.645			
			SanMH351	SanMH7A	2554	2554	0	157.78	0	5998	2.17	20.83	3.62	158.70	0.72	2.50	31.74	124.62	88.61														0.00	0.00	213.23
			SanMH7A	SanMH6	2554	2554	0	157.78	0	5998	2.17	20.83	158.70	0.00	2.50	31.74	130.02	97.50	0.00														0.00	227.53	
SanMH351	SanMH7A	LDR	364	2918	2.2	31.75	189.53	801	6799	2.15	23.61	158.70	0.00	2.50	31.74	130.02	97.50	0.00	0.00	227.53	375	0.15													



Table 3.5  
Upgraded Sewer Utilization Calculations - Twinning

PROJECT: TOWN OF VERMILION  
JOB No. : 102414  
DATE: 2-Feb-10  
Computed by: SHS  
Checked by: BER

Per Capita Flow = 300 L/cap/day  
Commercial Flow = 0.20 L/s/ha  
Industrial Flow = 0.20 L/s/ha  
Institutional Flow = 0.20 L/s/ha

Infiltration Allowance = 0.28 L/s/ha  
Sag MH Inflow = 0.4 L/s/MH  
Pipe Roughness Coeff. = 0.013 (unitless)  
Residential Peaking Factor = 2.6P-0.1

Population Density  
Low and Medium Density Residential 2.2 cap/lot  
High Density Residential 240 cap/ha



From MH	To MH	Landuse	Residential						Non-Residential						I/I				PWWF (L/s)	Size (mm)	Slope (%)	Length (m)	Cap. (L/s)	Full Flow Vel. (m/s)	PWWF Flow Vel. (m/s)	PDWF Flow Vel. (m/s)	PWWF to Cap. (%)	U/S Rim (m)	U/S Inv. (m)	D/S Inv. (m)	U/S Cover (m)	D/S Cover (m)			
			Added Lots	Total Lots	Pop. Dens. (cap/lot)	Added Area (ha)	Total Area (ha)	Pop. Dens. (cap/ha)	Added Pop.	Total Pop.	Peak Factor	Avg. Flow (L/s)	Added Area (ha)	Total Area (ha)	Added Avg Flow (L/s)	Peak Factor	Tot Avg Flow (L/s)	PDWF (L/s)															General (L/s)	Added Sag MH	Total Sag MH
San MH6A	San MH5	Commercial Industrial Institutional LDR MDR	2105	2105		93.66	93.66	0	4813	2.22	16.71					51.70	29.00		0.00	0.00	80.70	375	0.15	123.30	67.91	0.61	0.69	0.68	119%	578.635	575.380	575.160	2.880	3.085	
SanMH5	SanMH4		2105	2105		93.66	93.66	0	4813	2.22	16.71					51.70	29.00		0.00	0.00	80.70	375	0.16	105.90	70.13	0.63	0.72	0.69	115%	578.620	575.160	574.990	3.085	3.065	
SanMH4	SanMH3		2105	2105		93.66	93.66	0	4813	2.22	16.71					51.70	29.00		0.00	0.00	80.70	375	0.18	105.94	74.39	0.67	0.77	0.73	108%	578.430	574.990	574.800	3.065	1.925	
SanMH3	SanMH2		2105	2105		93.66	93.66	0	4813	2.22	16.71					51.70	29.00		0.00	0.00	80.70	375	0.10	64.63	55.44	0.50	0.56	0.57	146%	577.100	574.800	574.730	1.925	3.645	
			2105	2105		93.66	93.66	0	4813	2.22	16.71	4.25	14.16	0.85	6.26	2.83	54.86	30.19		0.00	0.00	85.05													
			2105	2105		93.66	93.66	0	4813	2.22	16.71	53.12	67.28	10.62	3.10	13.46	78.91	45.06		0.00	0.00	123.97													
			2105	2105		93.66	93.66	0	4813	2.22	16.71	6.86	74.14	1.37	2.97	14.83	81.20	46.98		0.00	0.00	128.18													
			LDR	113	2218	2.2	40.42	134.08	249	5062	2.21	17.58	74.14	0.00	2.97	14.83	82.92	58.30		0.00	0.00	141.22													
SanMH2	SanMH1		MDR	11	2229	2.2	0.88	134.96	24	5086	2.21	17.66	74.14	0.00	2.97	14.83	83.09	58.55		0.00	0.00	141.63	375	0.18	95.10	74.39	0.67	1.30	0.77	190%	578.750	574.730	574.560	3.645	2.465
SanMH1					2229			134.96	0	5086	2.21	17.66	74.14	0.00	2.97	14.83	83.09	58.55		0.00	0.00	141.63													
Totals							231.25		7096						44.59																				

- Notes:
1. PDWF - Peak Dry Weather Flow
  2. PWWF - Peak Wet Weather Flow
  3. Based on design standard, PWWF ≤ 0.86% of pipe capacity
  4. Industrial / Commercial flow generation as per City of Edmonton Design Standards (0.2 L/s/ha)
  5. Institutional Flow generation rate assumed to be same as Commercial / Industrial
  6. Casing inverts used for T101 - SanMH231 (600 mm casing with 500 mm lining)
  7. Sewer between SanMH230 and SanMH177 is of unknown size, assumed to be 300 mm
  8. Pipe slopes taken from drawings and calculated from survey data
  9. Some invert and slope information might contain errors due to combining data from different sources

10. Flow Monitoring manholes

Manhole #	Monitor #
143	4
206	3
177	2
3	1

11.   pipes that are over 86% capacity





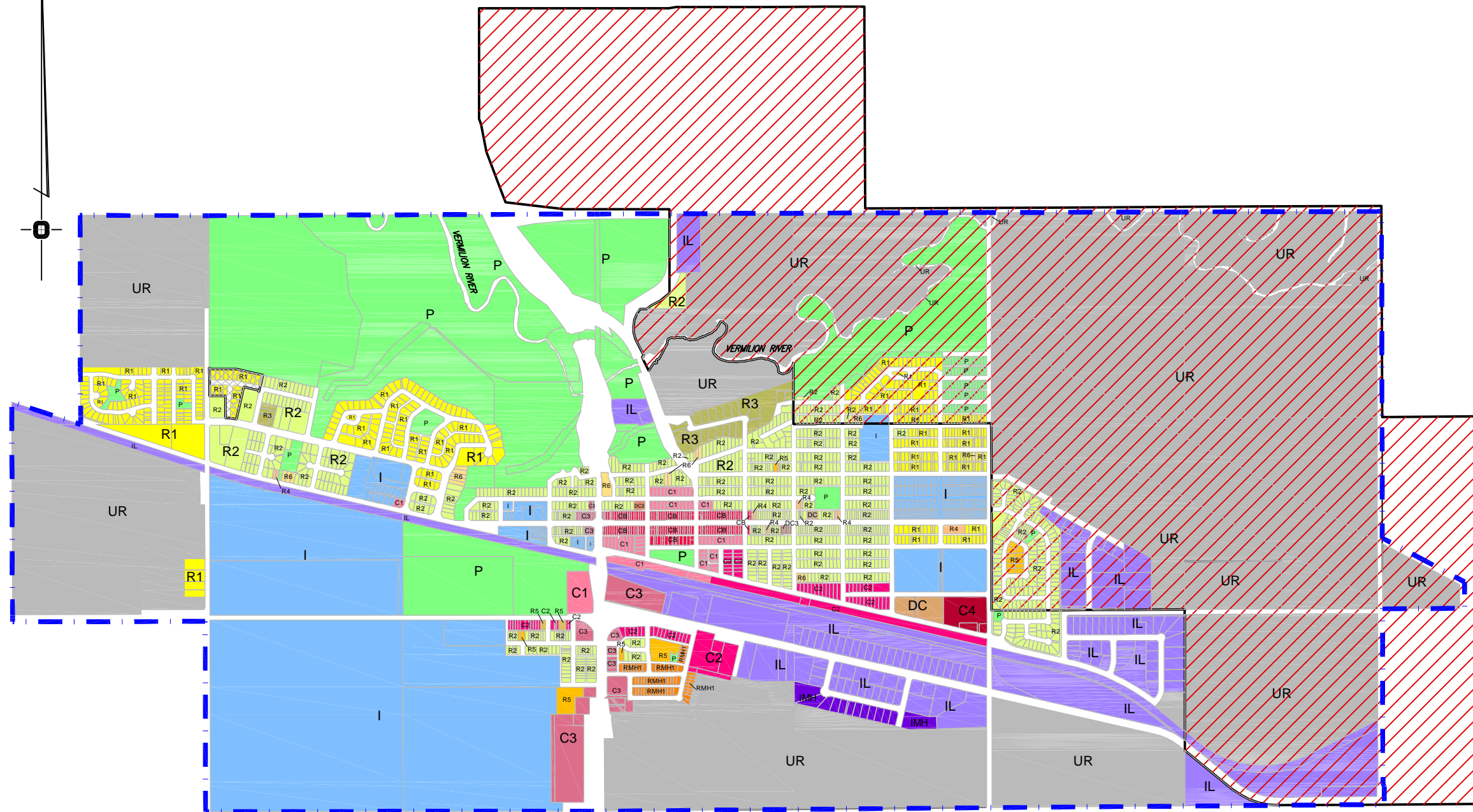


# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

--- TOWN BOUNDARY



C1 - Commercial District	DC - Direct Control District	IL - Light Industrial District	R1 - Residential District	R6 - Residential District
C2 - Commercial District	DC1 - Direct Control District	IMH - Medium / Heavy Industrial District	R2 - Residential District	RMH1 - Residential Manufacture Home Subdivision District
C3 - Highway Commercial District	DC2 - Direct Control District	P - Community District	R3 - Residential District	UR - Urban Reserve District
C4 - Shopping Centre District	DC3 - Direct Control District	I - Institutional District	R4 - Residential District	AVO - Airport Vicinity Overlay District
CB - Central Business District			R5 - Residential District	ACO - Architectural Control Overlay District

### LAND USE PLAN

## FIGURE 3.1

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Project No. 102414      Date. DEC., 2009      Scale N.T.S.

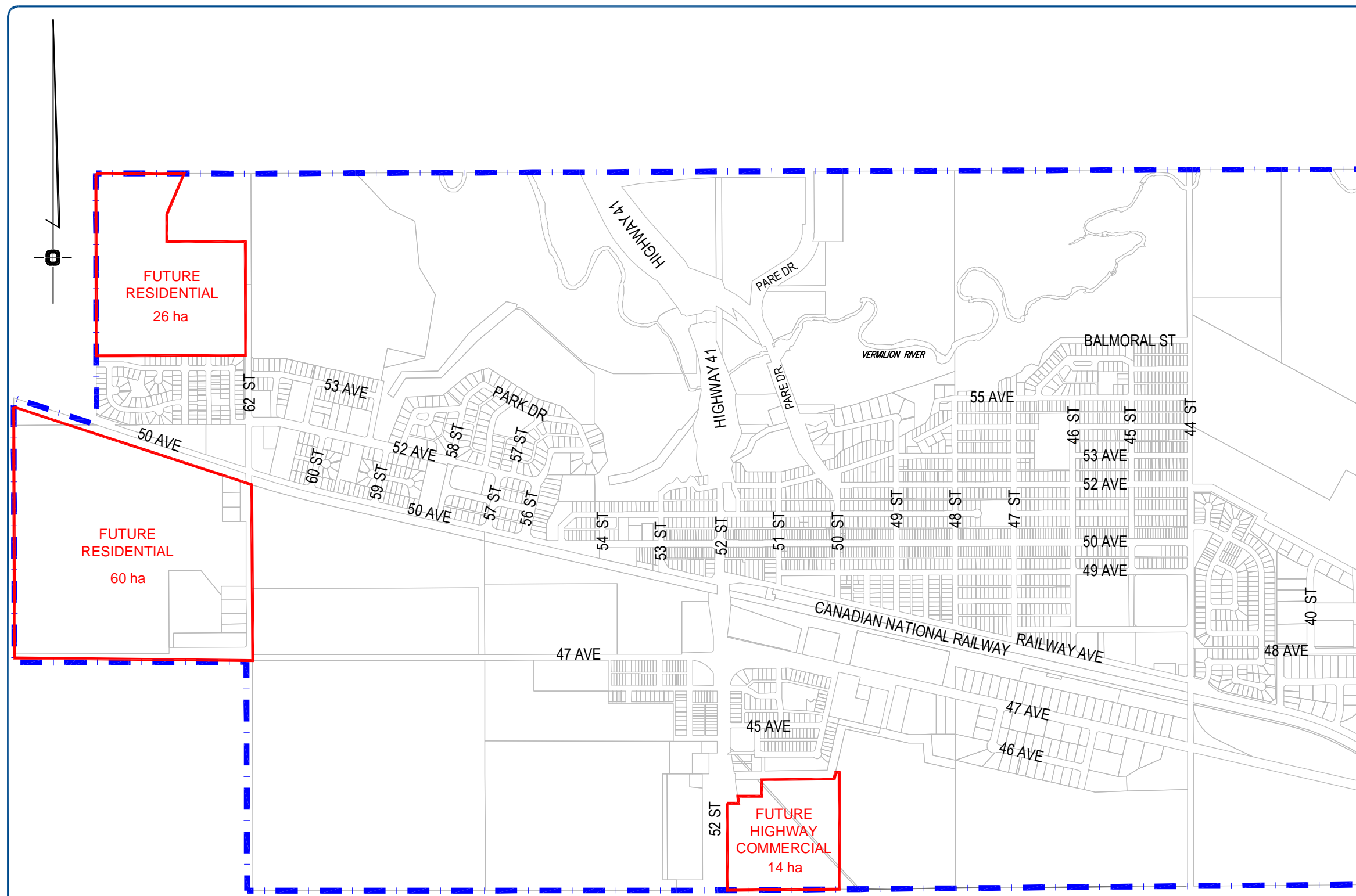


# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

-  TOWN BOUNDARY
-  FUTURE GROWTH AREA



### FUTURE GROWTH AREAS

## FIGURE 3.2

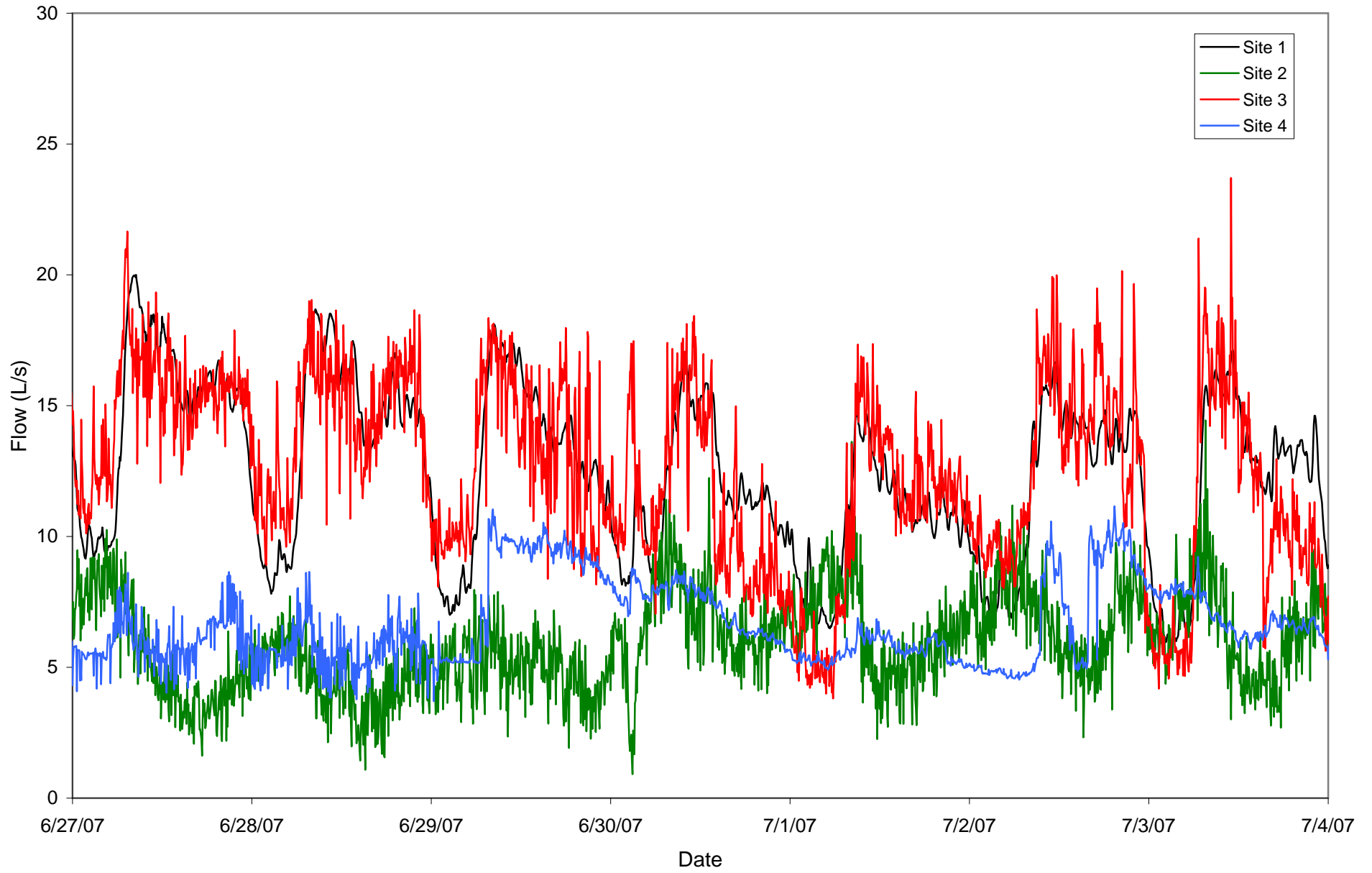
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Project No. 102414	Date. DEC., 2009	Scale N.T.S.
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CAD FILE NAME: 102414-FIG 3.2-FUTURE GROWTH.dwg  
DATE PLOTTED: March 5, 2010








**Figure 3.3**  
**Flow Data Comparison Between Monitoring Sites**

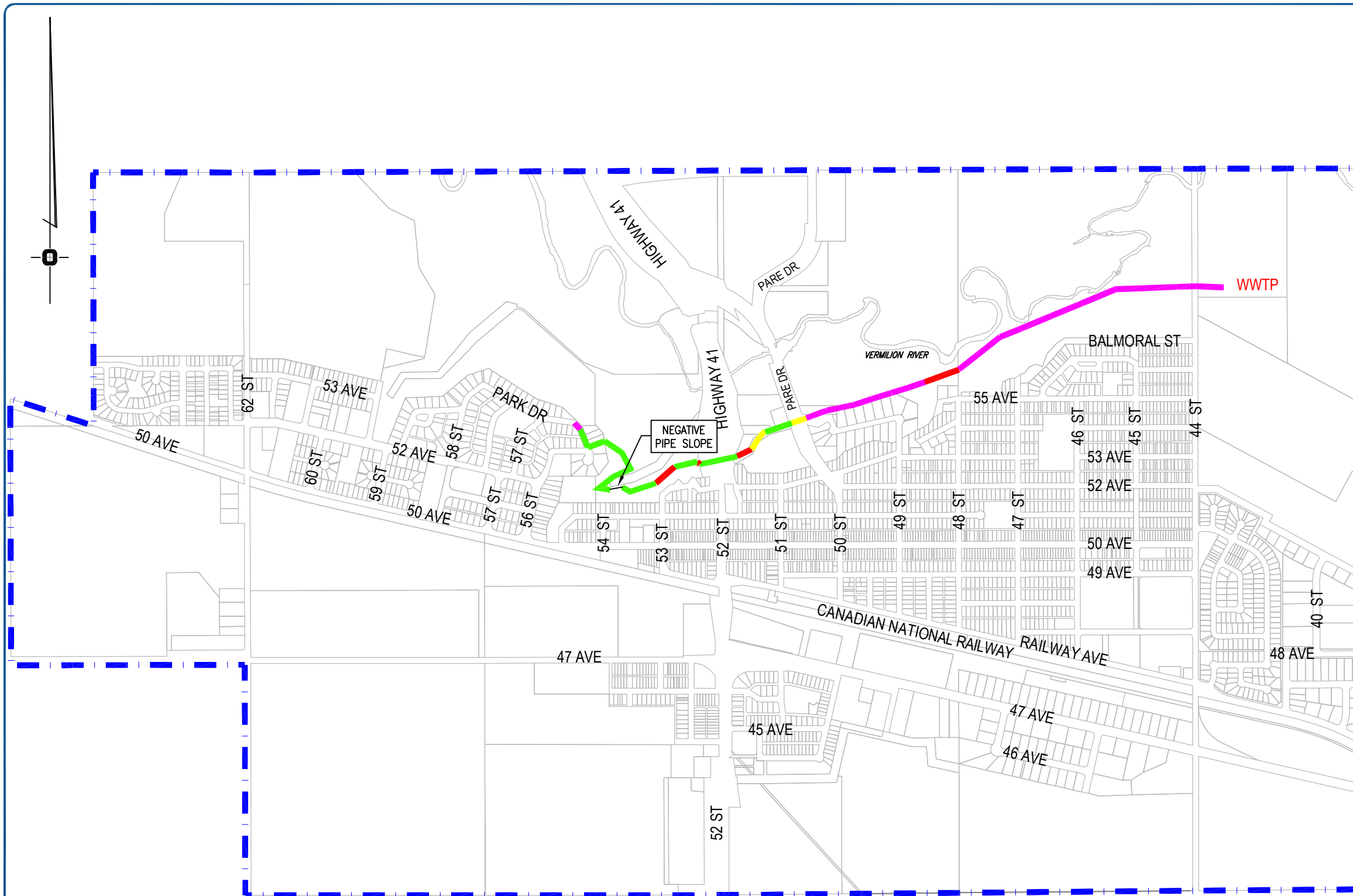


# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

-  TOWN BOUNDARY
-  < 86% CAPACITY
-  86% - 100% CAPACITY
-  100% - 120% CAPACITY
-  > 120% CAPACITY



### EXISTING SANITARY SEWER TRUNK UTILIZATION

## FIGURE 3.4

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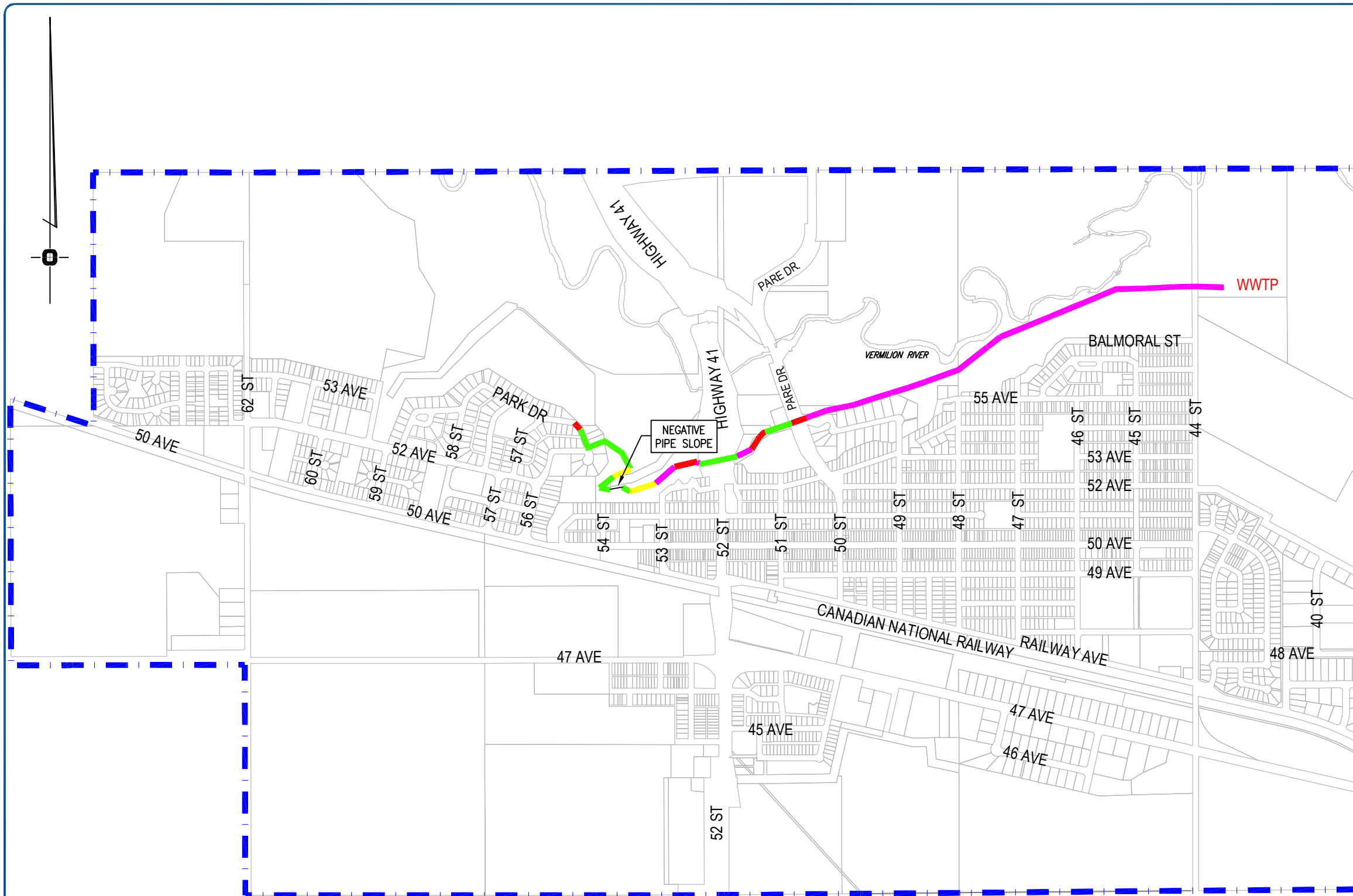


# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

-  TOWN BOUNDARY
-  < 86% CAPACITY
-  86% - 100% CAPACITY
-  100% - 120% CAPACITY
-  > 120% CAPACITY



### EXISTING SANITARY SEWER TRUNK UTILIZATION WITH FUTURE DEVELOPMENT

## FIGURE 3.5

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Project No. 102414	Date. DEC., 2009	Scale N.T.S.
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# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

- TOWN BOUNDARY
- UPGRADE NO.
- NEW SEWER**
- < 86% CAPACITY
- EXISTING SEWER**
- < 86% CAPACITY
- 86% - 100% CAPACITY
- 100% - 120% CAPACITY
- > 120% CAPACITY

### UPGRADED SANITARY SEWER TRUNK UTILIZATION TWINNING

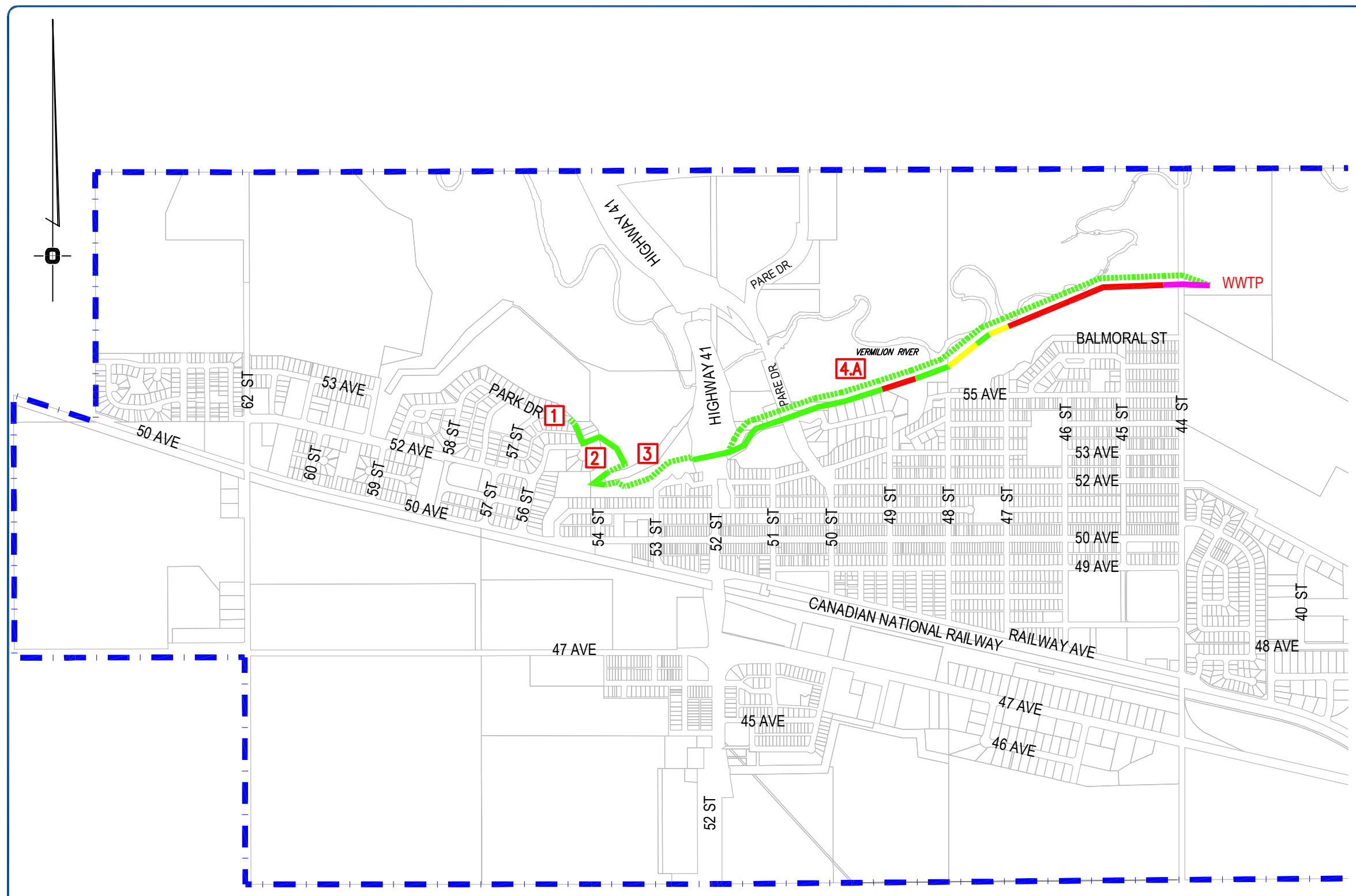
## FIGURE 3.6

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CAD FILE NAME: 102414-FIG 3.6-UPGRADED SEWER-TWINNING.dwg DATE PLOTTED: March 5, 2010

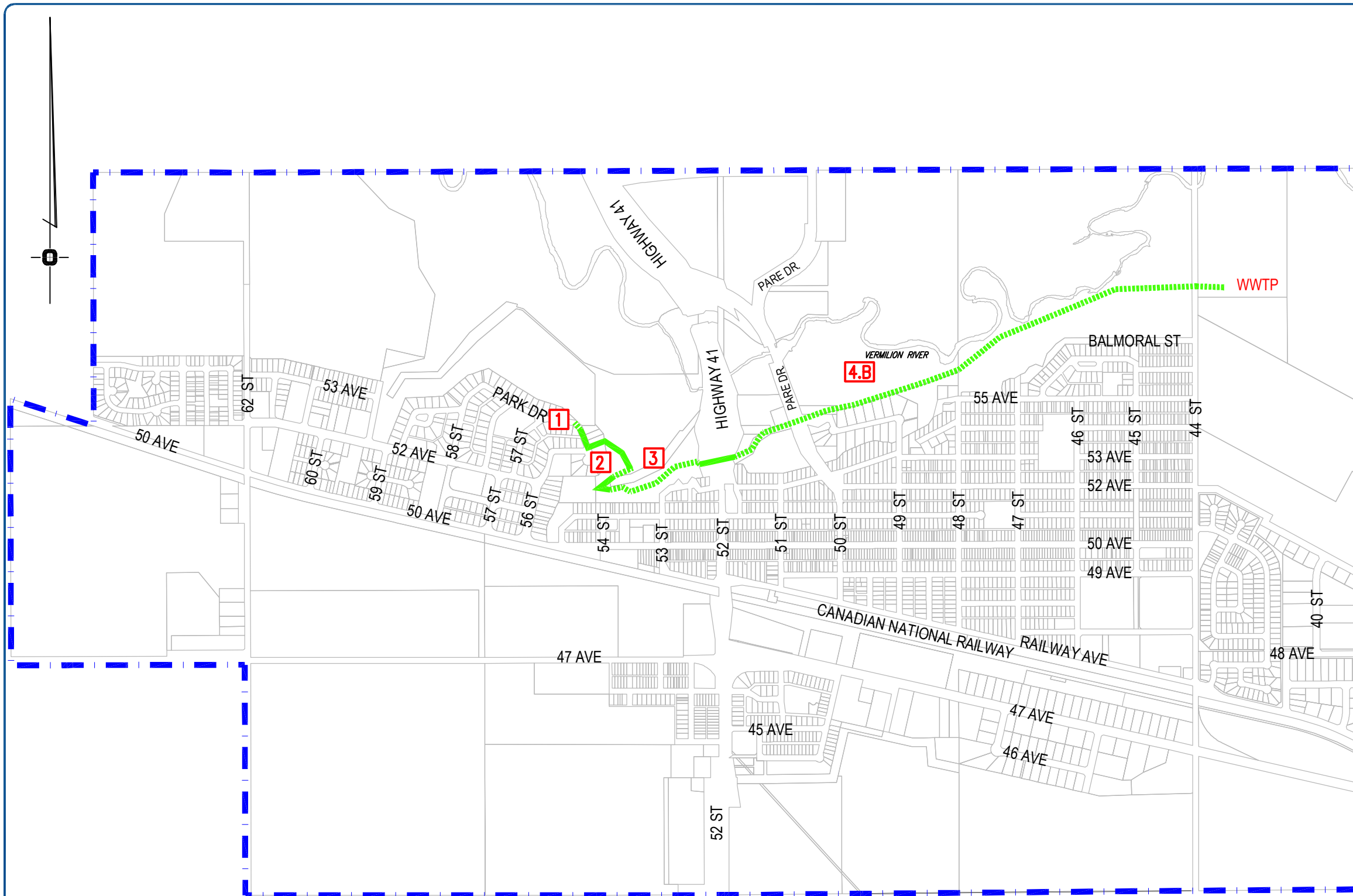


# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

-  TOWN BOUNDARY
-  UPGRADE NO.
- NEW SEWER
  -  < 86% CAPACITY
  -  < 86% CAPACITY
- EXISTING SEWER
  -  < 86% CAPACITY



## UPGRADED SANITARY SEWER TRUNK UTILIZATION REPLACEMENT

# FIGURE 3.7

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Project No. 102414	Date. DEC., 2009	Scale N.T.S.
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# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

- 1 UPGRADE NO.
- 300 mm EXISTING SEWER
- 375 mm PROPOSED UPGRADE

### PROPOSED SANITARY SEWER TRUNK UPGRADES 1, 2 AND 3

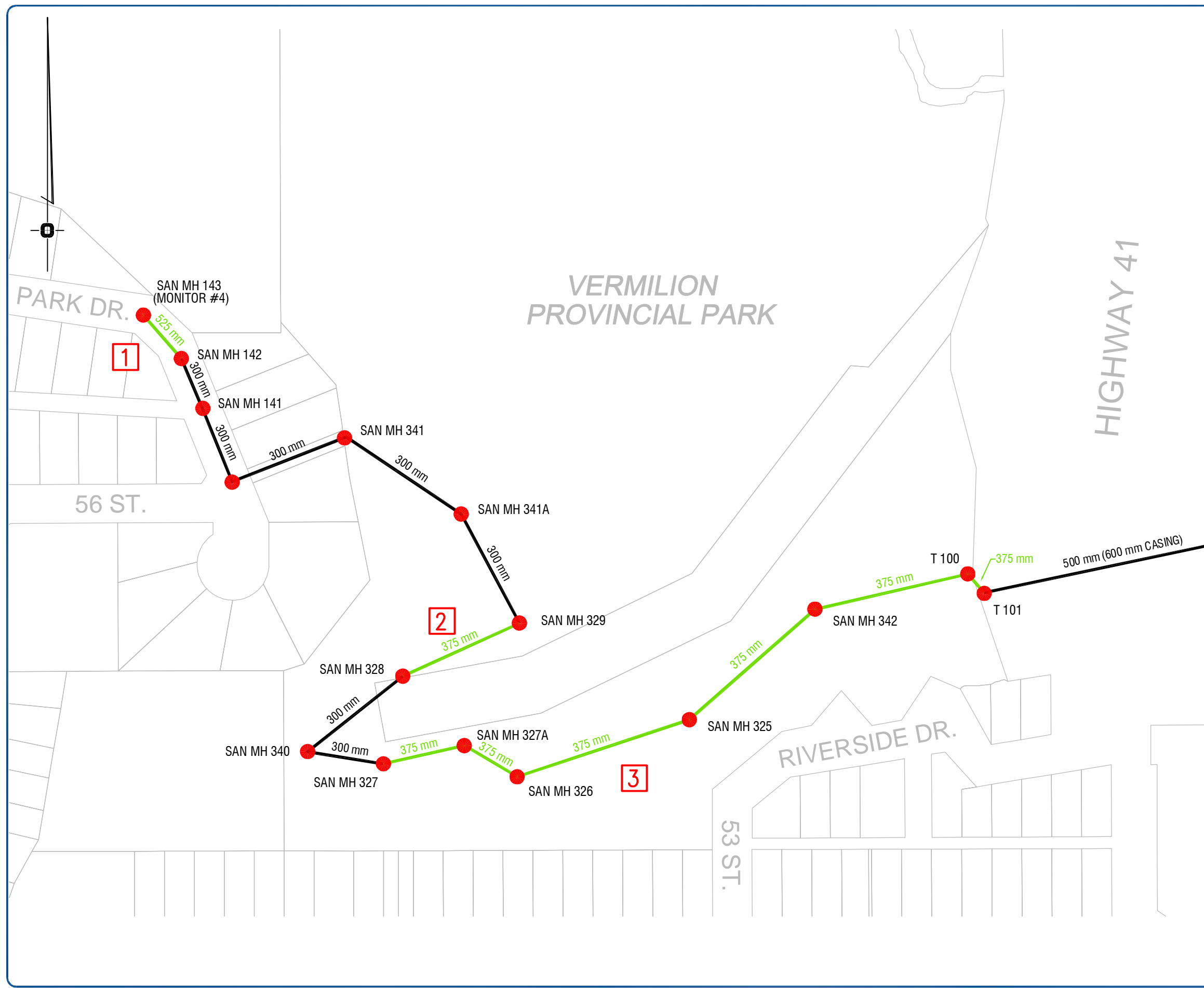
## FIGURE 3.8

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Engineering - Geomatics - Planning

Project No. 102414	Date. DEC., 2009	Scale 1:2000
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CAD FILE NAME: 102414-FIG 3.8-PROPOSED SEWER UPGRADES 1,2&3.dwg DATE PLOTTED: March 5, 2010

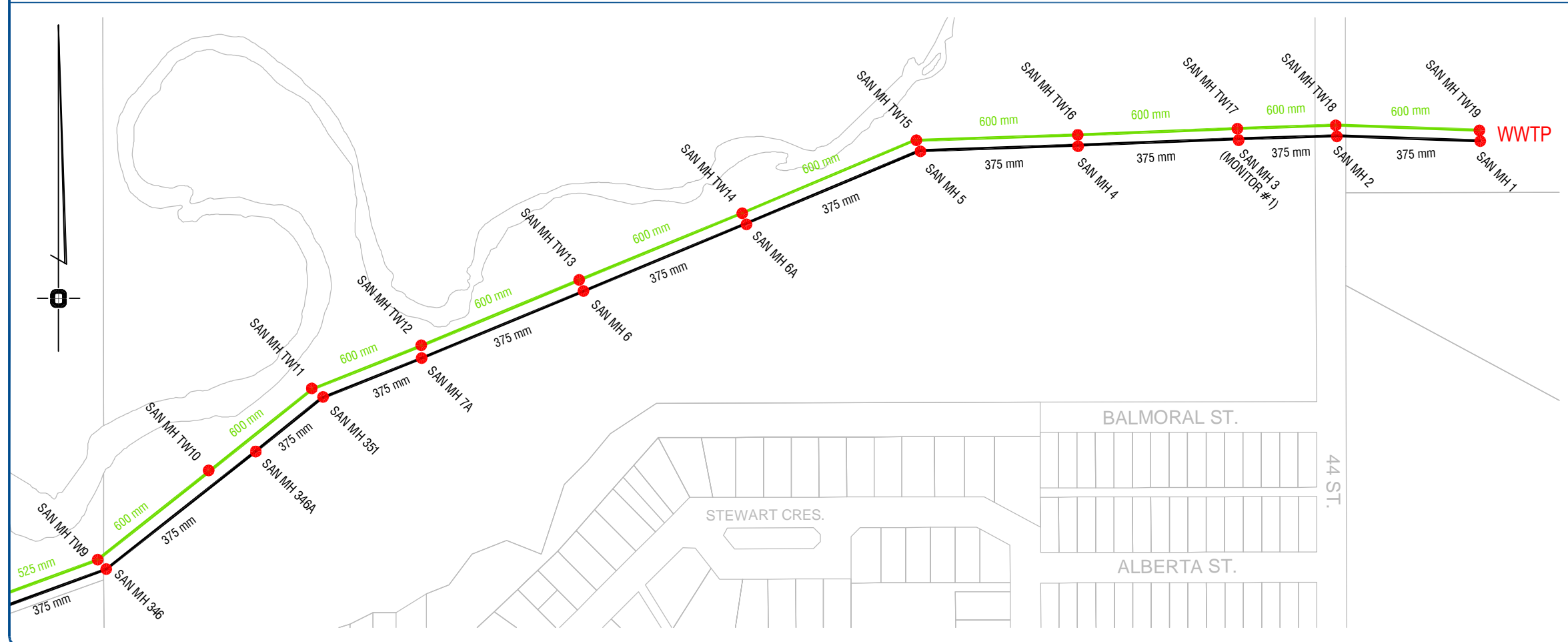
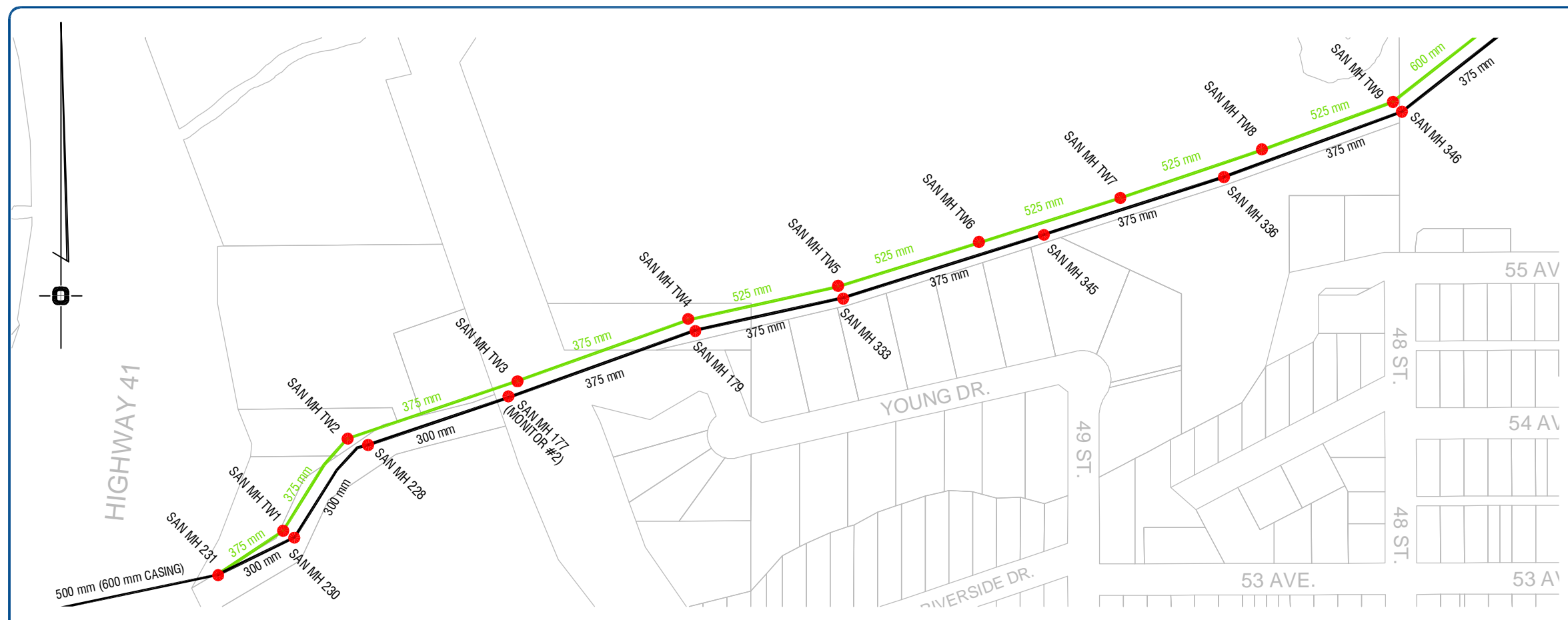


# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

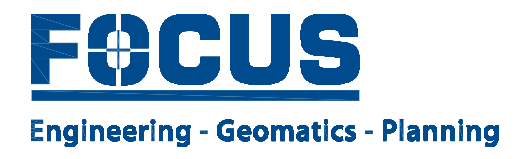
- 300 mm EXISTING SEWER
- 375 mm PROPOSED UPGRADE



## PROPOSED SANITARY SEWER TRUNK UPGRADE 4.A

# FIGURE 3.9

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CAD FILE NAME: 102414-FIG 3.9-PROPOSED SEWER UPGRADES 4A.dwg DATE PLOTTED: March 5, 2010



# TOWN OF VERMILION

## SANITARY TRUNK FLOW MONITORING AND UPGRADE

### LEGEND:

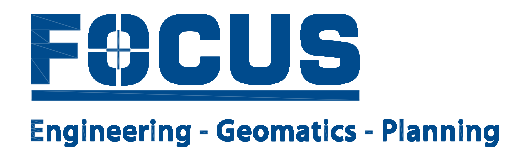
-  300 mm EXISTING SEWER
-  375 mm PROPOSED UPGRADE
-  ABANDONED SEWER



### PROPOSED SANITARY SEWER TRUNK UPGRADE 4.B

## FIGURE 3.10

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Project No. 102414	Date. DEC., 2009	Scale N.T.S.
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CAD FILE NAME: 102414-FIG 3.10-PROPOSED SEWER UPGRADES 4B.dwg DATE PLOTTED: March 5, 2010

## 4.0 COST ESTIMATES

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These cost estimates are based upon current (2010) unit rates for similar construction work in Edmonton. A contingency allowance of 20% and engineering and testing costs of 15% were also added to the construction cost.

### 4.1 SANITARY TRUNK UPGRADES WEST OF HIGHWAY 41

The proposed upgrades west of Highway 41 are common to both sewer trunk upgrade scenarios. The preliminary cost estimates for these upgrades are summarized in Table 4.1. Insulation costs were added where the proposed sewer is shallow and does not meet 2.6 metres of cover.

The current cost for sanitary trunk upgrades upstream of Highway 41 is approximately \$1,187,000, with the cost breakdown as follows:

#### 4.1.1 Upgrade 1: \$64,000

Costs are based on open cut between sanitary manholes 143 and 142, with the existing 300 mm sewer removed and replaced with a 525 mm.

From a hydraulic standpoint it would be better to replace both the undersized segment and the leg downstream, between sanitary manholes 142 and 141, as this would allow a steeper grade on the sewer between sanitary manholes 143 and 142.

#### 4.1.2 Upgrade 2: \$175,000

As discussed previously in Section 3.3.3, there is only marginal need for this upgrade. Flows for this portion of the sanitary trunk can be monitored, without replacing the sewer unless it becomes necessary. Since the proposed sewer upgrade is located in the Vermilion Provincial Park, cost estimates include additional expenses for directional drilling or augering.

#### 4.1.3 Upgrade 3: \$948,000

This portion of the existing sewer trunk is located in Vermilion Provincial Park. As mentioned, due to existing terrain and restricted working space it is recommended to replace this entire length of sewer at once. Cost estimates for this upgrade are based on completing the work via directional drilling or augering to minimize the surface impact.

## **4.2 SANITARY TRUNK UPGRADES EAST OF HIGHWAY 41**

The preliminary cost estimates presented in Tables 4.2 and 4.3 detail the cost estimates for the sanitary trunk upgrades east of Highway 41. Cost estimates have been prepared for open cut construction as well as confined open cut construction where clearing would be limited to a 5 metre width and spoil material would be cycled.

Based on terrain and vegetation conditions, a combination of the two installation methods might be the most advantageous solution, which would result in the expected cost being between the open cut and confined open cut cost estimates.

Insulation costs were added where the proposed sewer is shallow and does not meet 2.6 metres of cover.

### **4.2.1 Upgrade 4.A - Twinning**

The preliminary cost estimates for this upgrade are summarized in Table 4.2

The estimated cost for sewer trunk twinning from sanitary manhole 231 to the WWTP is approximately \$ 1,243,000 for green-field open-cut installation and \$ 2,031,000 for confined open-cut.

### **4.2.2 Upgrade 4.B - Replacement**

The preliminary cost estimates for this upgrade are summarized in Table 4.3

The estimated cost for sewer trunk replacement from sanitary manhole 231 to the WWTP is approximately \$ 1,318,000 for open cut installation and \$ 2,106,000 for confined open cut. These costs do not include allowance for bypass or pumping costs.

**Table 4.1 Cost Estimates**  
**Town of Vermilion Sanitary Trunk Upgrades**



**Sanitary Sewer Trunk Upgrades West of Highway 41 Crossing**

Item #	Item	Unit	Unit Price	Quantity	Cost
<b>Upgrade 1 San MH 143 to San MH 142 - open cut</b>					
1.1	525 mm PVC @ 4 - 6 m Depth	m	\$ 1,400	23	\$ 32,200
1.2	Remove and replace	m	\$ 660	23	\$ 15,180
1.3	Manholes (1200 mm)	vm	\$ 1,300	-	\$ -
1.4	Contingency Allowance @20%				\$ 9,476
1.5	Engineering and Testing @15%				\$ 7,107
	<b>Sub-total</b>				<b>\$ 63,963</b>
<b>Upgrade 2 San MH 206 to San MH 341 - directional drill / auger</b>					
2.1	375 mm PVC @ 4 - 6 m Depth	m	\$ 1,780	62	\$ 110,360
2.2	Manholes (1200 mm)	vm	\$ 1,300	-	\$ -
2.3	Pipe insulation (2.8 m wide)	m <sup>2</sup>	\$ 110	174	\$ 19,096
2.4	Contingency Allowance @20%				\$ 25,891
2.5	Engineering and Testing @15%				\$ 19,418
	<b>Sub-total</b>				<b>\$ 174,766</b>
<b>Upgrade 3 San MH 327 to T 101 - directional drill / auger</b>					
3.1	375 mm PVC @ 0 - 4 m Depth	m	\$ 1,780	330	\$ 587,400
3.2	Manholes	vm	\$ 1,300	10	\$ 13,000
3.3	Pipe insulation (2.8 m wide)	m	\$ 110	924	\$ 101,640
3.4	Contingency Allowance @20%				\$ 140,408
3.5	Engineering and Testing @15%				\$ 105,306
	<b>Sub-total</b>				<b>\$ 947,754</b>

- Notes:**
1. Assumed 2.8 m wide pipe insulation, 75 mm thickness
  2. Pipe costs for Upgrade 1 include street restoration

**Table 4.2 Cost Estimates**  
**Town of Vermilion Sanitary Trunk Upgrades**



**Sanitary Sewer Trunk Upgrades East of Highway 41 Crossing**

Item #	Item	Unit	Unit Price	Quantity	Cost
--------	------	------	------------	----------	------

**Upgrade 4.A Twin Line from San MH 231 to STWTP - open cut**

4.A.1	375 mm PVC @ 0 - 4 m Depth	m	\$ 280	230	\$ 64,400
4.A.2	375 mm PVC @ 4 - 6 m Depth	m	\$ 380	125	\$ 47,500
4.A.3	525 mm PVC @ 0 - 4 m Depth	m	\$ 380	475	\$ 180,500
4.A.4	600 mm PVC @ 0 - 4 m Depth	m	\$ 430	995	\$ 427,850
4.A.5	Manholes (1200 mm)	vm	\$ 1,300	17	\$ 22,100
4.A.6	Manholes (1500 mm)	vm	\$ 1,700	45	\$ 76,500
4.A.7	Pipe insulation (2.2 m wide)	m	\$ 110	924	\$ 101,640
4.A.8	Contingency Allowance @20%				\$ 184,098
4.A.9	Engineering and Testing @15%				\$ 138,074
<b>Sub-total</b>					<b>\$ 1,242,662</b>

**Alternative installation method**

**Upgrade 4.A Twin Line from San MH 231 to STWTP - open cut - confined**

4.A.1	375 mm PVC @ 0 - 4 m Depth	m	\$ 600	230	\$ 138,000
4.A.2	375 mm PVC @ 4 - 6 m Depth	m	\$ 700	125	\$ 87,500
4.A.3	525 mm PVC @ 0 - 4 m Depth	m	\$ 700	475	\$ 332,500
4.A.4	600 mm PVC @ 0 - 4 m Depth	m	\$ 750	995	\$ 746,250
4.A.5	Manholes (1200 mm)	vm	\$ 1,300	17	\$ 22,100
4.A.6	Manholes (1500 mm)	vm	\$ 1,700	45	\$ 76,500
4.A.7	Pipe insulation (2.2 m wide)	m	\$ 110	924	\$ 101,640
4.A.8	Contingency Allowance @20%				\$ 300,898
4.A.9	Engineering and Testing @15%				\$ 225,674
<b>Sub-total</b>					<b>\$ 2,031,062</b>

- Notes:**
1. Assumed 2.2 m wide pipe insulation, 75 mm thickness
  2. For confined installation assume 5 m wide clearing, cycle dirt 1 mile round trip

**Table 4.3 Cost Estimates**  
**Town of Vermilion Sanitary Trunk Upgrades**



**Sanitary Sewer Trunk Upgrades East of Highway 41 Crossing**

Item #	Item	Unit	Unit Price	Quantity	Cost
--------	------	------	------------	----------	------

**Upgrade 4.B Replace Line from San MH 231 to STWTP - open cut**

4.B.1	375 mm PVC @ 0 - 4 m Depth	m	\$ 280	230	\$ 64,400
4.B.2	375 mm PVC @ 4 - 6 m Depth	m	\$ 380	125	\$ 47,500
4.B.3	600 mm PVC @ 0 - 4 m Depth	m	\$ 430	570	\$ 245,100
4.B.4	675 mm PVC @ 0 - 4 m Depth	m	\$ 460	805	\$ 370,300
4.B.5	750 mm PVC @ 0 - 4 m Depth	m	\$ 500	95	\$ 47,500
4.B.6	Manholes (1200 mm)	vm	\$ 1,300	14	\$ 18,200
4.B.7	Manholes (1500 mm)	vm	\$ 1,700	48	\$ 81,600
4.B.8	Pipe insulation (2.2 m wide)	m	\$ 110	924	\$ 101,640
4.B.9	Contingency Allowance @20%				\$ 195,248
4.B.10	Engineering and Testing @15%				\$ 146,436
<b>Sub-total</b>					<b>\$ 1,317,924</b>

**Alternative installation method**

**Upgrade 4.B Replace Line from San MH 231 to STWTP - open cut - confined**

4.B.1	375 mm PVC @ 0 - 4 m Depth	m	\$ 600	230	\$ 138,000
4.B.2	375 mm PVC @ 4 - 6 m Depth	m	\$ 700	125	\$ 87,500
4.B.3	600 mm PVC @ 0 - 4 m Depth	m	\$ 750	570	\$ 427,500
4.B.4	675 mm PVC @ 0 - 4 m Depth	m	\$ 780	805	\$ 627,900
4.B.5	750 mm PVC @ 0 - 4 m Depth	m	\$ 820	95	\$ 77,900
4.B.6	Manholes (1200 mm)	vm	\$ 1,300	14	\$ 18,200
4.B.7	Manholes (1500 mm)	vm	\$ 1,700	48	\$ 81,600
4.B.8	Pipe insulation (2.2 m wide)	m	\$ 110	924	\$ 101,640
4.B.9	Contingency Allowance @20%				\$ 312,048
4.B.10	Engineering and Testing @15%				\$ 234,036
<b>Sub-total</b>					<b>\$ 2,106,324</b>

- Notes:**
1. Assumed 2.2 m wide pipe insulation, 75 mm thickness
  2. For confined installation assume 5 m wide clearing, cycle dirt 1 mile round trip
  3. Costs do not include allowance for bypass / pumping



## 5.0 CONCLUSIONS AND RECOMMENDATIONS

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### 5.1 CONCLUSIONS

The following conclusions are a result of the analysis conducted in this study:

- The flow monitoring program that took place during the summer of 2007 did not produce flow monitoring data that could be used for estimating average dry weather flows. Instead a dry weather wastewater generation rate of 300 L/person/day was used.
- Survey data indicates a negative slope of -0.2% for the sewer between SanMH327 and SanMH327A.
- The existing sewer east of Highway 41 is shallow in places, with cover falling under the recommended 2.6 metres to the top of pipe.
- Based on the current development and land uses it can be concluded that most of the sanitary sewer trunk west of Highway 41 has additional capacity, although there are several segments of 300 mm sewer with utilization over 86%.
- East of Highway 41 the existing trunk is running significantly over capacity, with utilization as high as 311% upstream of the WWTP.
- The existing sewer trunk utilization was reviewed with the addition of future residential, commercial and institutional development. The amount of trunk sewer with utilization over 86% is expected to increase, as well as worsen the conditions west of Highway 41.

### 5.2 RECOMMENDATIONS

The following actions are recommended based on this review of the sanitary trunk capacity:

- Confirm rim and invert elevations along the sanitary sewer trunk and check sanitary pipes slopes prior to detailed design. This includes confirming the negative slope for the sewer between SanMH327 and SanMH327A.
- The physical condition of the existing sanitary trunk sewer east of Highway 41 should be investigated to determine the remaining service life of the existing trunk.
- The replacement option outlined as 4.B is recommended over the twinning option as it provides the full future required capacity for only a marginal increase in cost. Depending on the existing sewer's condition it can either be abandoned or maintained in service for emergencies.
- Proceed with design of the sanitary trunk upgrade east of Highway 41.

## 6.0 REFERENCES

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**City of Edmonton** (2004), Design and Construction Standards, Volume 3 (Drainage)

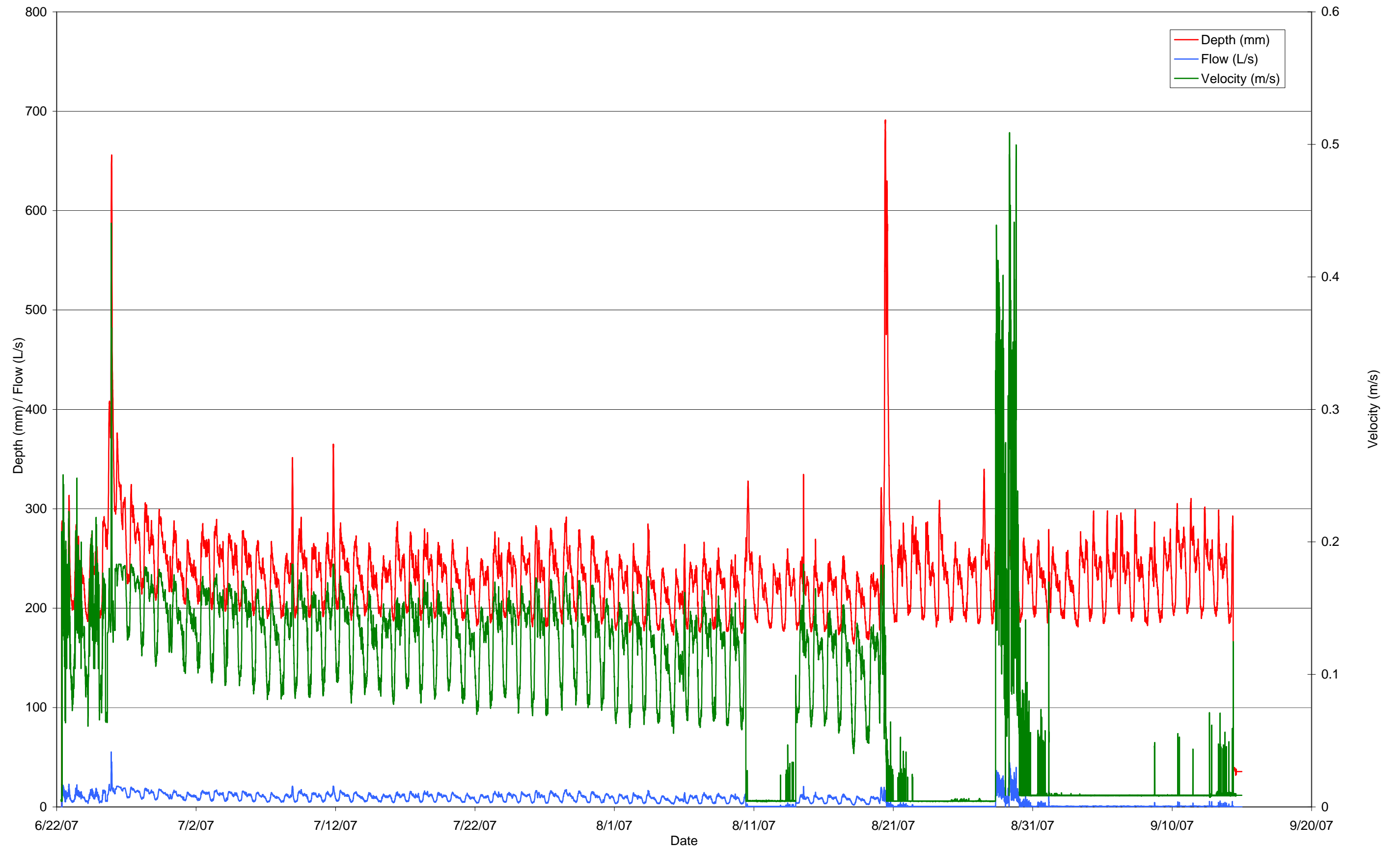
**Stantec Consulting Ltd.** (1994), Sewage Treatment and Collection Study, (prepared for the Town of Vermilion)

**Town of Vermilion** (2004), Municipal Development Plan, Bylaw 3-2004

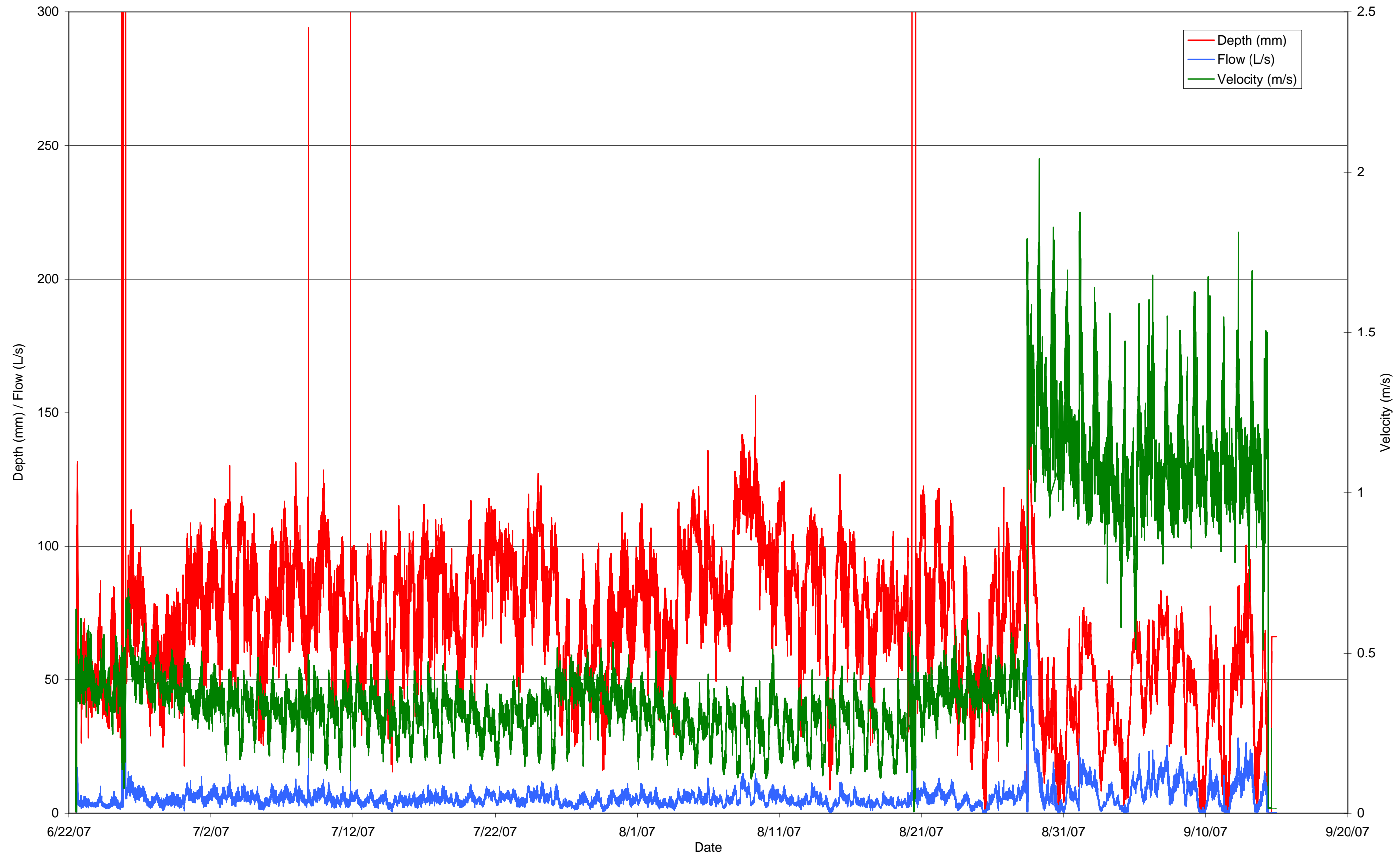
**Town of Vermilion** (2006), Land Use Bylaw 1-2006

## **APPENDIX A**

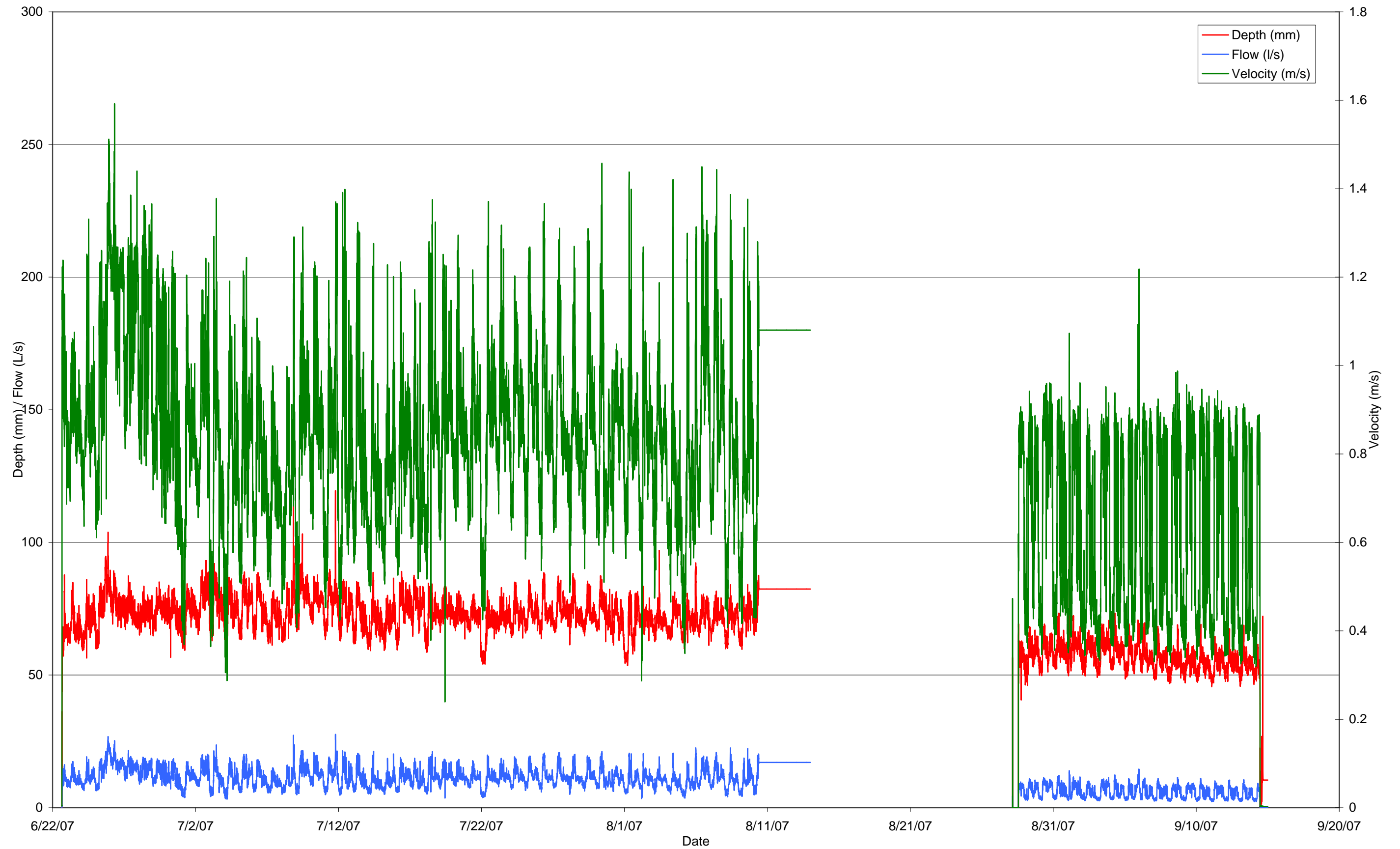
### **Flow Monitoring Data**



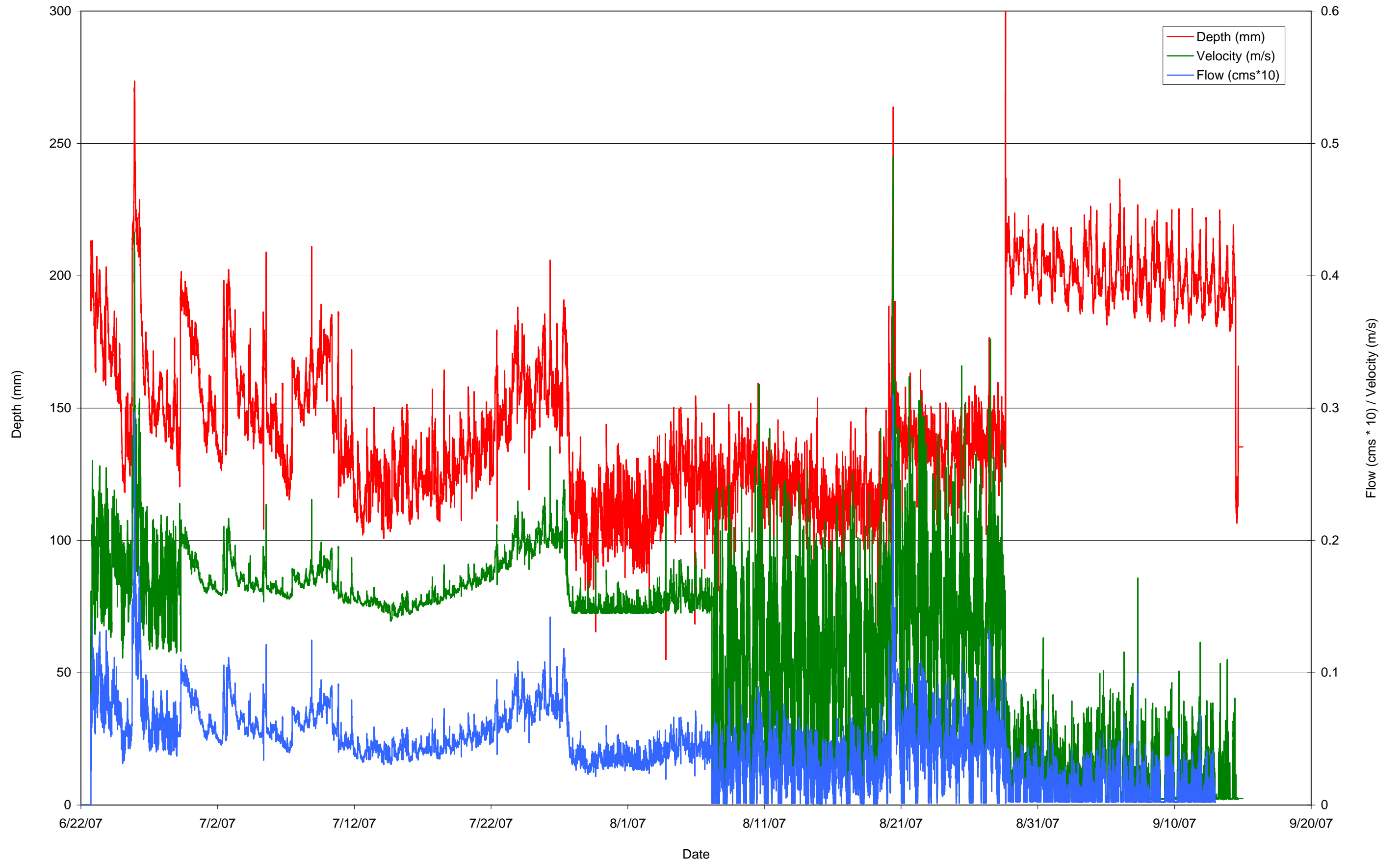
**Figure A.1**  
**Site 1 - Depth, Flow and Velocity Data**



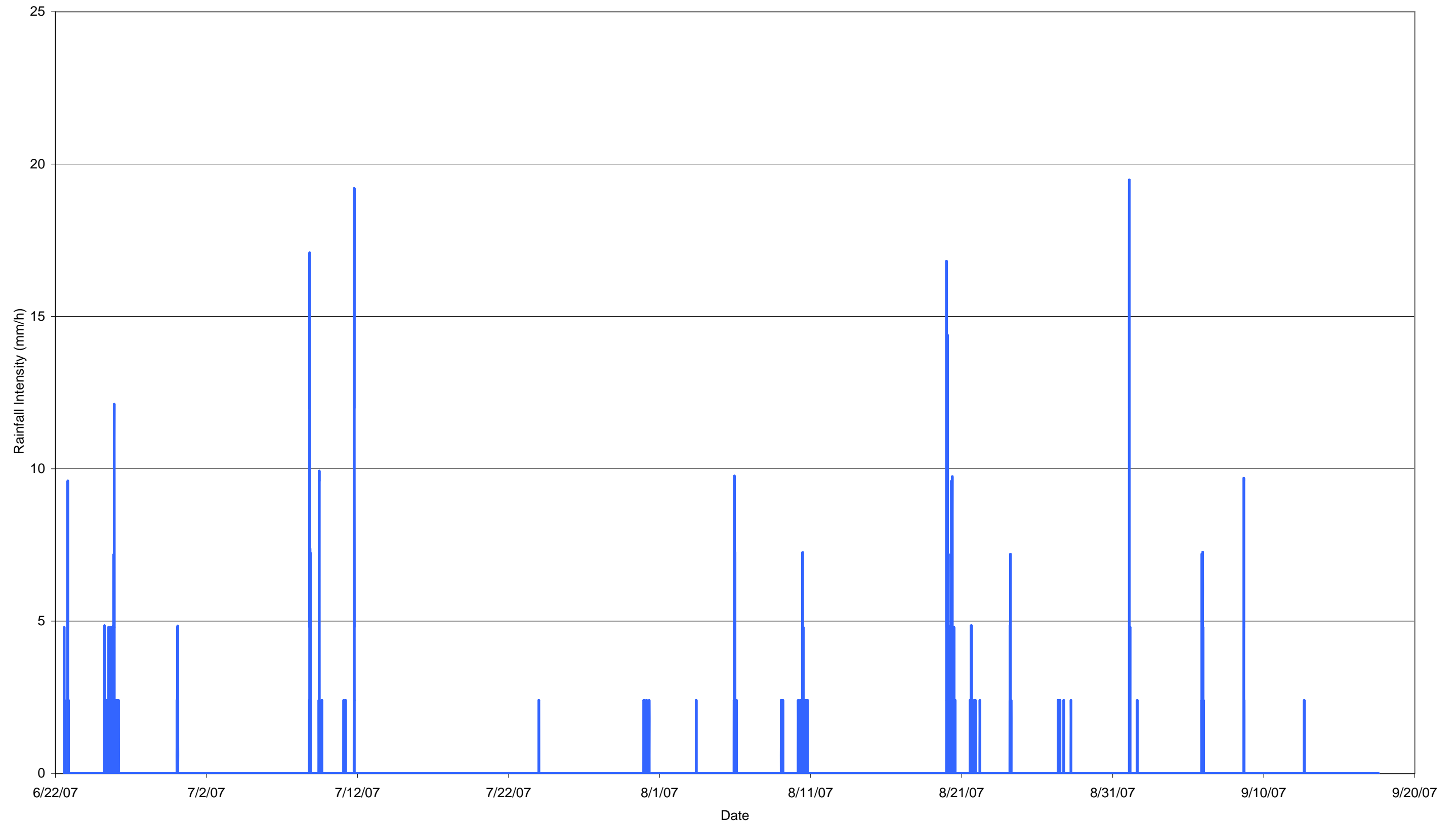
**Figure A.2**  
**Site 2 - Depth, Flow and Velocity Data**



**Figure A.3**  
**Site 3 - Depth, Flow and Velocity Data**



**Figure A.4**  
**Site 4 - Depth, Flow and Velocity Data**



**Figure A.5**  
**5-Minute Rainfall Intensity**