

6-Year CIP Project Descriptions

Capital Facilities

City Shop Upgrade and Expansion (2022 - 2026)

Project includes expansion and facility development in the existing shop area and the City owned undeveloped area between the shop and 3rd Ave. Improvements include designated areas for material stockpiles, salt storage, police vehicle staging, a greenhouse, a fuel station, and future buildings for offices and equipment storage and maintenance.

Benefit

This project aims to improve the City's maintenance operations by providing adequate material storage and lay down areas, facilities to support equipment operation and maintenance including covered dry storage for equipment, and a healthy and safe environment and workspace for personnel.

Parks

Playground Equipment Upgrade – Margaret Kirner & Carrie Blake Parks (2022 - 2023)

The project includes replacing the playground equipment meant for the youngest and smallest age group “toddlers” at both park locations. The project includes replacing the fall surface with rubber flat surfacing that is Americans with Disability Act (ADA) compliant. The equipment has reached the end of its service life and the current fall surface is not ADA compliant.

Benefit

The project aims to provide safer and more accessible equipment.

Carrie Blake Park Bridges (2024-2025)

This project includes the replacement of four timber pedestrian bridges between Carrie Blake Park and the Reuse Demonstration Site across Bell Creek. The new bridges will be American's with Disabilities Act compliant and at least one will have the ability to have mowers cross. The new bridges will be engineered and properly anchored to withstand high-water flooding periodically experienced in Bell Creek during wet weather months.

Benefit

This project aims to improve the pedestrian connectivity for patrons with mobility challenges and provides maintenance access between the two recreational facilities. The bridges have reached the end of their service life.

Pave Reuse Demo Parking Lot (2026 - 2027)

This project will pave the parking area located at the south end of the Albert Haller Playfields at the Reuse Demonstration Site. It will also widen the access at North Rhodefer Rd to allow two-way traffic to enter and exit from the parking area.

Benefit

This project aims to improve parking and access at this regionally popular recreational facility where growth is creating a need for additional and better delineated parking and access.

Guy Cole Parking Lot Overlay and Drainage Improvements (2026 - 2027)

This project will configure the Guy Cole Event Center parking to be coordinated with other park facilities. The project will include asphalt overlay, sidewalk betterments, and drainage. The existing asphalt surface is nearing the end of its service life.

Benefit

This project aims to provide parking, pedestrian connectivity, and improved drainage.

City Wide Park Land Acquisition (2027)

Secure property for future Park development in accordance with City's Comprehensive Plan and the Park Master Plan.

Benefit

This project aims to ensure recreational opportunities are provided throughout the city.

Solid Waste

Sequim Solid Waste Study (2022)

This study will evaluate collections and post-collection of solid waste in the City of Sequim.

Benefit

It is anticipated that the population in City of Sequim will continue to grow necessitating the need for a Sequim specific study that focus on the long range (20-year) horizon. The information in the study will help guide strategic decisions regarding the handling and disposal of solid waste in the best interest of the community of Sequim.

Sewer

Doe Run Sewer Lift Station (2021 – 2022)

This project will replace the existing Doe Run Lift Station with a new package lift station equipped with two 100 gm, 25-HP non -clog centrifugal pumps which pump sewage from the south and southwest areas of Bel Hill to a manhole in the gravity sewer run on Fox Hollow Road. The current lift station equipment has reached the end of its service life.

Benefit

This project will eliminate the risk of failure associated with the existing lift station equipment that is at the end of its service life.

Purchase Land Near Water Reclamation Facility (2022)

This project includes the purchase of land at the west and east ends of the existing water reclamation facility.

Benefit

Securing additional land will provide for future plant expansion including a new biosolids handling and distribution center.

Aerobics Digester Capacity Upgrades (2026 -2027)

This project includes constructing two new 100,000-gallon digester cells with blowers and diffusers for aeration and installing a rotary screen thickener upstream of the digesters at the water reclamation facility.

Benefit

This project will increase the capacity of the existing aerobic digestion system by adding additional tank space. Furthermore, the additional tank space will provide for Class B biosolid production should the downstream mechanical dewatering system needed to produce Class A biosolid be down for an extended period of time.

Water Reclamation Facility Odor Control (2024)

Project includes installation of mechanical filtering odor control equipment at the water reclamation facility.

Benefit

This project aims to improve workplace air quality by minimizing odor pollution from the dewatering screw press operation.

Water Reclamation Facility Headworks Modifications No 2 (2024)

This project will replace or potentially rebuild the existing HYCOR mechanical fine screen at the water reclamation facility headworks. The existing screen was installed in 1998 and will be nearing the end of its service life. Following its installation, this new or rebuilt screen will serve as the primary headworks screen.

Benefit

The unit will be replaced with a new mechanical fine screen model that meets the requirements set forth in WAC 173-308.

Willow/Blake Street Sewer Line Improvement (2024 - 2025)

This project includes replacing under sized mains and manholes that have been damaged from hydrogen sulfide corrosion.

Benefit

This project will add capacity to the City's collection system while replacing infrastructure that has reached the end of its service life.

City-wide Inflow and Infiltration Reduction (2021 - 2027)

This project will rehabilitate sewer collection mains and manholes where inflow and infiltration (I/I) is entering into the collection system during periods of high groundwater and during storm event.

Benefit

This project aims to minimize the risk of backups and overflows in the collection system and at the Water Reclamation Facility (WRF). I/I can cause structural instability of sewer pipes. It also reduces the pipe capacity for conveying sewer flow. Treating I/I at the WRF is costly and reduces the plant capacity for sewage treatment.

Etta Street Sewer Improvements (2022 - 2023)

This project will replace 550 linear feet of deteriorating concrete sewer line along Etta Street between South Sequim Avenue and South Sunnyside Avenue with a larger 12-inch pipe. This line was identified in the 2006 Comprehensive Plan for replacement due to deteriorating aggregate.

Benefit

While the line currently has sufficient capacity, it is in the downtown corridor and is projected to need upsizing to accommodate the projected flows for the City and Carlsborg. The project also replaces a section of main that is nearing the end of its service life.

Cedar/Spruce Alley Sewer Replacement (2027)

This project rehabilitates 3,900 LF of existing sewer pipe located in the alley between West Cedar Street and West Spruce Street between North Seal Street and North 5th Avenue.

Benefit

This project aims to equip the City with the ability to accommodate anticipated peak hour flows for the downtown corridor while restoring the existing deteriorated sewer main.

General Sewer Plan Update (2023)

The General Sewer Plan provides a long-term planning strategy for the City's sewer utility for the 6-year and 20-year planning periods meeting requirements of the Washington State Department of Ecology.

Benefit

The proposed General Sewer Plan will update the adopted plan developed in 2013. Following adoption of the 2023 plan, an update will not be necessary until year 2033.

WRF Influent Trunk Line Pipeline Repair/Replacement (2027)

The existing pipeline will be removed and replaced with approximately 5,000 LF of 24-inch HDPE pipe to accommodate projected flows for the City and surrounding areas. The project will also include the installation of new manholes approximately every 500 feet along the new pipe section for maintenance access.

Benefit

This project will improve the condition of the primary trunk line between North Blake Road and the WRF to ensure continuous transmission of wastewater to the water reclamation facility.

Class A Biosolids Handling & Distribution Center (2027)

This project will include construction of new facilities to increase public access to the Class A biosolids produced at the water reclamation facility. Facilities will include a large, covered area for raw biosolids storage, smaller holding areas for biosolids and various amendments, and a small area for public access and biosolids loading. Facilities will be designed to minimize odors and will include appropriate stormwater controls.

Benefit

The distribution center provides an additional method of biosolid disposal.

Reclaimed Water Storage Feasibility Study (2027)

This project is a study to evaluate the feasibility of developing a reservoir above the water reclamation facility to the north with the purpose of using the Class A reclaimed water for agricultural irrigation.

Benefit

This project will help reduce dependency on irrigation water diverted and conveyed from the Dungeness River.

Water Reclamation Facility Operations Building (2027)

The Existing Operations Building was constructed in 1984. The Existing Operations Houses the water reclamation facility (WRF) certified lab/restroom, motor control center (MCC), shop/electronics room and breakroom/offices.

The existing operations building was constructed when the WRF was a Wastewater Treatment Plant (WWTP) and only had 3 employees. The city now (2021) has five (5) employees at the WRF and the work space is constrained. Additionally, lab operations/requirements from a WWTP to WRF have increased since 1984 WWTP.

The new operations building would include;

- Basement housing a shop and storage.
- Main floor would house offices, restrooms with showers, training/meeting/breakroom.
- Upgrade Security system at WRF

The existing operations building will remain and include;

- The lab will be modified by incorporating the lab into the breakroom along with upgrading the existing lab and restroom.
- Offices will remain adjacent to breakroom.
- The shop will be converted into electronics storage.

Benefit

The project will provide sufficient space to meet regulatory requirements for plant operations and employee safety all in response to growth in the city and at the plant.

Inflow and Infiltration Abatement – Reservoir, Eunice & Norman (2027)

This project will rehabilitate sewer collection mains and manholes on Reservoir Road, Eunice, and Norman Street where inflow and infiltration (I/I) is entering into the collection system during periods of high groundwater and during storm event.

Benefit

This project aims to minimize the risk of backups and overflows in the collection system and at the water reclamation facility (WRF). I/I can cause structural instability of sewer pipes. It also reduces the pipe capacity for conveying sewer flow. Treating I/I at the WRF is costly and reduces the plant capacity for sewage treatment.

Johnson Creek Force Main Crossing (2023)

The culvert under Highway 101 is being replaced with a new bridge by the Washington State Department of Transportation. As a result, the existing sewer force main that is currently buried underground must be relocated to the underside of the new bridge deck or relocated to a separate utility bridge that crosses Johnson Creek.

Benefit

This project relocates existing infrastructure located in State right-of-way in response to the Washington State Department of Transportations culvert replacement project at Johnson Creek.

Stormwater

Happy Valley Stormwater Diversion (2022 - 2024)

This project captures stormwater from the Burnt Hill area located southwest of Sequim in Clallam County and aims to alleviate periodic flooding inside City limits. The stormwater will be diverted to a large overland parcel for dispersion and infiltration.

Benefit

This project relies on green infrastructure to fortify the aquifer and improve resilience of drinking water supplies for thousands of residents in the City of Sequim and Clallam County while reducing periodic flooding inside City limits.

Urban Stormwater Drainage Program (2022 – 2027)

This program aims to eliminate localized stormwater flooding that occurs in the city during heavy rainstorms and snow events.

Benefit

Utilizing asset management principals, this program will eliminate stormwater flooding and promote responsible stormwater management in the city.

Retrofit Discharge to Bell Creek on E Washington and North Brown (2023)

This project provides treatment of stormwater from East Washington and Brown Rd at two sites by eliminating the direct discharge into Bell Creek and filtering the stormwater using TAPE GULD devices prior to infiltrating.

Benefit

This project aims to improve water quality in Bell Creek by removing toxic contaminants in runoff.

Bell Creek Culvert Under Blake Ave, Park Entrance, and Rhodefer Rd (2025 - 2026)

This project replaces existing double culverts with larger, fish passable culverts under Blake Avenue, the pedestrian entrance to Carrie Blake Park, and Rhodefer Rd.

Benefit

This project aims to improved fish passage, eliminate flood flows onto Blake Ave, Gebhardt-Zwicker Trail, and Rhodefer Rd.

Miller Road Abatement - City Limit to Emerald Highland Pond (2027)

This project will restore and better utilize the existing Emerald Highland Pond capacity through brush removal, servicing checks valves, and cleaning pond outlets. Existing stormwater drainage converging at the Clara Crest and Miller intersection will be routed into the pond.

Benefit

Eliminates flooding of Miller Rd and Clara Crest; provides treatment for run-off entering Bell Creek.

Streets

Sequim Ave Roundabout Upgrade and Sidewalk Infill between Old Olympic and Hendrickson (2021-2023)

The primary need for this project is mobility, filling a 3,000-foot gap in sidewalk facilities for pedestrians along the westside of Sequim Ave and by providing bike lanes between Port Williams Road and Daytona Street on Sequim Ave. The project also includes retrofitting the roundabout at the intersection of the N. Sequim Ave and Port Williams Road to include safe pedestrian and bicycle crossings.

Benefit

This project will improve pedestrian and bicycle facilities through the roundabout at Port Williams Road and along the N. Sequim Ave serving the Sequim School District campuses.

City-wide Pavement Rehabilitation (2022-2027)

This annual program provides for pavement preservation of City streets through pavement repair, overlay, or reconstruction.

Benefit

This program aims to maintain the City's street systems through pavement preservation.

City Wide Pedestrian/Bike Improvements (2022-2027)

This annual city-wide program will support the construction of pedestrian and bicycle improvement projects.

Benefit

This program aims to improve pedestrian and bicycle facilities for users of all ages and abilities throughout the city.

Washington St Pavement Rehabilitation (2022-2026)

This project includes HMA overlay of roughly 15,000 linear feet of Washington Street between River Road and Simdars Road. The project also includes replacement of non-compliant ADA curb ramps and driveways.

Benefit

Project benefits include pavement rehabilitation, improved ADA accessibility, and better pedestrian mobility.

Washington Street Traffic Signals – Sequim Ave and 3rd Ave (2022)

This project will be replacing the traffic signal cabinets from 1986 at Sequim and at 3rd with new cabinets and controllers (the brain of the signal). The cabinets have reached the end of their useful life which is typically about 30 years for a cabinet. There will also be new count-down pedestrian crossing signals and audible push buttons to help the visually impaired navigate the crossings. Lastly, a flashing yellow phase will be added to the left-turn movements to allow “yield” left-turns (also called a permissive left-turn) to be made when there are gaps in the oncoming traffic. Doing so will improve the operation at the signals by reducing the time left-turns have to wait.

Benefit

This project aims to provide improved vehicle and pedestrian mobility in downtown.

Transportation Master Plan Update (2022)

The Transportation Master Plan provides a long-term planning strategy for the City's surface transportation network for the 6-year and 20-year planning periods.

Benefit

With a goal of adoption in year 2023, the proposed Transportation Master Plan will replace the adopted plan developed in 2013 and will not require another update until year 2033.

5th Avenue Intersection & Traffic Signal Improvements (2022-2024)

This project will make intersection improvements including alignment of turn lanes, the addition of right turn lanes, curb ramps, and updating the traffic signal equipment that is at the end of its service life.

Benefit

This project aims to provide improved vehicle and pedestrian mobility in downtown.

North Sequim Ave Pavement Rehabilitation (2023-2026)

Project scope includes overlaying 7,200 linear feet of North Sequim Avenue from Washington St to the northern city limit. Also includes correction of non-ADA compliant curb ramps and driveways.

The first section overlay between Port Williams and the Daytona Street will occur in connection with the Sequim Ave Roundabout Upgrade and Sidewalk Infill project.

Benefit

Project benefits include rehabilitation of pavement and improved ADA accessibility.

7th Avenue Intersection & Traffic Signal Improvements (2024-2026)

This project will make intersection improvements including alignment of turn lanes, the addition of right turn lanes, curb ramps, and updating the traffic signal equipment that is at the end of its service life.

Benefit

This project aims to provide improved vehicle and pedestrian mobility in downtown.

US 101 East Sequim Corridor Improvements (2024)

The US Highway 101 East Sequim Corridor Improvements aims to improve safety, mobility, and economic development opportunities. Design elements will include:

- Complete the Simdars Road interchange to fully support economic development on the east side of Sequim including in the recently created Emerald Coast Economic Opportunity Zone.
- Construct a frontage road connecting Palo Alto and Happy Valley Roads to the Simdars interchange and eliminating their direct connection to US Highway 101. Traffic volumes have increased tremendously since the bypass was built and this will greatly enhance safety on the highway mainline and provide safe access for users of Palo Alto and Happy Valley to a freeway connection at the interchange and to city streets.
- Landscape the Sequim bypass between Simdars and River Roads. The work was not done when the bypass was built and has left an unattractive “gateway” to the North Olympic Peninsula.

This work would fit in well with the already funded 2023 project to replace the Johnson Creek culvert with a bridge and could take place at the same time, minimizing traffic disruptions.

Benefits

Smoother through traffic on US 101 will move more traffic more efficiently through the corridor. A completed diamond interchange means westbound traffic heading to Sequim’s east side will not have to go through downtown, relieving serious congestion there.

Combining the project with the Johnson Creek bridge project and using the newly constructed frontage road as a detour route for US 101 bridge construction could save significant construction funds.

South Sequim Complete Streets (2027)

Once complete, the South Sequim Complete Streets project, centered upon Prairie Street, will directly connect our two Economic Opportunity Areas (EOAs), from the west side to the east side of the downtown area.

Benefit

The project aims to provide an east-west connective corridor for South Sequim that safely accommodates pedestrian, cyclist and motorist traffic, and connects the two EOA's that bookend the corridor while preserving and enhancing the unique character of the South Sequim neighborhood. The City desires to make an example of the South Sequim Complete Street project by implementing modern principles to create safe and encouraging multi-modal transportation options, manage and treat stormwater using LID, and revitalize the existing residential neighborhood.

West Maple Street Extension from 5th Ave to 4th Ave (2027)

The project will construct a new road connecting 5th and 4th along Maple Street.

Benefit

The project will improve east-west connectivity south of US 101.

West Brownfield Road Realignment from Sequim Ave to 3rd Ave (2027)

The project will straighten the alignment of W. Brownfield Avenue between Sequim Ave to 3rd Avenue by removing the curve, widening the roadway, adding sidewalks, and enhancing storm water facilities.

Benefits

This project will improve the safety for all users.

East Fir Rehabilitation from Sequim Ave to Blake Ave (2027)

This project aims to rehabilitation of roadway surface from Sequim Ave to Blake Ave. The extent of pavement restoration and roadway reconstruction necessary will be dependent on the condition of the City's existing water and sewer assets. Should the mains be determined at the end of their service life, the project complexity and cost will be greater.

Benefit

This project aims to improve pavement condition of East Fir Street.

North Kendall Rd and West Hendrickson Rd Intersection Improvements (2027)

This project will improve the intersection through additional pavement, improved sight lines, striping, and signage.

Benefit

This project aims to provide a safer access for bicyclists, pedestrians, and vehicles through the intersection.

Brown Rd - Washington to Fir (2027)

This project includes pavement preservation as well as construction of curb-bulbs with rain graders for stormwater treatment and infiltration, ADA accessible curb ramps and driveways, and bike lanes.

Benefit

This project aims to maintain the roadway pavement, improve pedestrian and bicycle mobility for users of all ages and abilities, and enhance the streets aesthetics.

Washington Place Extension (2027)

This project includes extension of the road serving Carrie Blake Park from the park's entrance to North Rhodefer Rd.

Benefit

This project aims to improve park access and provide an east-west route between Rhodefer and Blake Ave for local motorized and non-motorized travel.

North 9th Ave - Brackett to Hendrickson (2027)

This project includes constructing North 9th Ave from Brackett Rd to Hendrickson Rd.

Benefit

This project aims to reduce traffic congestion and improve pedestrian mobility by providing a new north-south collector street.

West Sequim Bay Rd Shoreline Revetment Repair (2027)

This project includes reconstructing the rock revetment supporting West Sequim Bay Rd near Pitship Bridge.

Benefit

The rock revetment will stabilize the roadway embankment and prevent wash-out during storms.

South 7th Improvement - Comfort Way to McCurdy (2027)

This project includes widening S. 7th Ave to include pedestrian and bicycle facilities.

Benefit

This project aims to provide pedestrian and bicycle facilities serving users of all ages and abilities.

ODT East Hendrickson Eastern Extension (2027)

This project will extend the Olympic Discovery Trail from North Sequim Ave to North Brown Road.

Benefit

This project will provide a separated shared-use path for pedestrians, cyclists, and motor-scooters.

Silberhorn & 7th Intersection Improvements (2027)

This project aims to make intersection improvements including sidewalk, curb ramps, aligned lanes, and intersection traffic control.

Benefit

This project will improve vehicle and pedestrian mobility.

Water

AC/Galv Iron Main Replacement (2022-2027)

This project provides an annual allotment to replace undersized or failing AC and galvanized iron water mains throughout the distribution system with piping of sufficient diameter to meet future demands, using state-of-the-art materials and construction techniques.

Benefit

Customers will enjoy greater service reliability, and the water utility will reduce its future maintenance and emergency repair costs.

East Etta Street Water Main (2022-2023)

Project D-15 will complete a loop along East Etta Street. Construction will consist of approximately 550 LF of 8-inch water main along East Etta Street from South Sequim Avenue to South Sunnyside Avenue.

Benefit

This project is part of a suite of proposed CIP improvements, including Projects D-24 and D-27, to improve fire flows in the 350 Pressure Zone. It was started in 2013.

New SCADA Installation (2022-2024)

This project will connect numerous remote Public Works sites to a central location where an operator will be able to observe, record, and change process control parameters at the remote site.

Benefit

SCADA upgrades would keep the City's utility systems current with available monitoring technology. It would allow operators to respond more quickly to potential problems, promote efficient use of energy resources, and reduce operation and maintenance costs for utilities.

New Deep Well (2022-2024)

The City plans to drill and develop an additional well within the water system, although the location of that well was not identified at the time that this CIP was prepared.

Benefit

The City's water rights provide sufficient instantaneous withdrawal to meet forecast demands through the 20-year horizon of the Sequim Comprehensive Plan. The City's current sources do not have the capacity to supply the entire instantaneous water right entitlement. The proposed well addition would offset this potential shortfall.

Paint 1.7MG Reservoir (2023)

This project will paint the exterior steel potable water reservoir.

Benefit

This project is a preventative maintenance project that will allow for the maximum asset life to be obtained.

Blake Ave Extension to Rhodefer Rd (2025)

Project includes construction of a new water main to finish the water main looping from Blake Ave to Rhodefer Rd. Installing 550LF of 10" PVC water main from the Carrie Blake Park access road (next to pickleball courts) to Rhodefer Rd.

Benefit

This project aims to provide the surrounding areas increased fire flow and better water circulation.

Port Williams Well No. 4 (2025-2026)

Development of a fourth well at the Port Williams Wellfield is part of the long-term development of that facility in accordance with the City's current Port Williams water rights.

Benefit

Port Williams Well No. 4 will help Sequim to gradually eliminate use of surface water from the Dungeness River as a source of supply, except on an emergency basis.

Brown Road Water Main - Pt Williams to East Fir (2026-2027)

Under Project D-2, Sequim will install approximately 2,600 LF of 12-inch water main along Brown Road from Port Williams Road to Hendrickson Road.

Benefit

This project will provide additional capacity for the system to serve future growth anticipated in the east portion of the service area and provide additional transmission capacity from the Port Williams Wellfield.

West Washington Street Isolation Valves (2027)

Under Project D-26, the City will add isolation valves to the existing 10-inch diameter water main on West Washington Street, at its intersections with 2nd Avenue, 3rd Avenue and 4th Avenues. This project will add four-way gate valve clusters on the existing 6-inch diameter cross-street mains to allow future upsizing.

Benefit

Future iterations of the Sequim CIP may include project funding to repave the reach of West Washington Street pavement patching done in conjunction with Project D-26.

Simdars Road Booster Station (2027)

This project will improve capacity to transfer water from the Port Williams Wellfield in the 350 Pressure Zone to the 420 Pressure Zone under high demand conditions. The proposed Simdars Road Booster Station would have a reliable capacity of 600-gpm with three booster pumps.

Benefit

The City has identified concerns with water age and lack of turnover in the Solana Reservoir, resulting in a low chlorine residuals in water withdrawn from the reservoir. The Solana area is located at a dead end with supply coming from a single direction. The booster station would provide redundant supply to the Solana development, which is currently served by a single line along Brownfield Road. This project would also improve water quality in the Solana Reservoir by allowing the City to deliver water more directly from the Port Williams Wellfield.

Pressure Relief Valve (2027)

Project D-19, the City will install pressure relief valve stations at yet-to-be-determined locations in the 500 Pressure Zone, the 420 Pressure Zone, and the 350 Pressure Zone to provide protection from overpressure if a PRV in a higher Pressure Zone is stuck open. It is anticipated that the PRVs will be located near the lowest elevation points in the 500 and 350 Pressure Zones. The PRV station for the 420 Zone will be located at the 420 Reservoir site.

Benefit

The project will reduce the risk of damage to water mains, water meters and to customer-owned plumbing that could result from over-pressurization of a gravity-fed distribution system.

West Prairie from S Sequim to S 5th (2027)

Replace and upsize water line to an 8-inch main on Prairie Street from South Sequim Ave to 5th Ave.

Benefit

Eliminates leaks and replaces galvanized pipe. Provides for looping and system isolation.

5th Avenue Water Main (2027)

This project will loop the piping in the 480 Pressure Zone and improve fire flows in that zone that do not meet the minimum 1,000 gpm requirement. Construction will include installing 650 LF of 8-inch diameter PVC water main piping and fittings along South 5th Avenue from West Reservoir Road to West Norman Street.

Benefit

Project D-3 will address deficient fire flows, improve water storage recovery, and aid transmission capacity in the 480 Pressure Zone. They are part of the proposed system looping improvements encompassed by Projects D-4, D-5 and D-16

Ranney Well Water Line Replacement (2027)

This project includes the replacement of the more than 3 miles of water main from the Ranney well to the reservoirs on Reservoir Rd.

Benefit

This project aims to replace the existing brittle AC water main prone to leaking with a more resilient plastic pipe material.

Water line under new Guy Cole parking lot (2027)

This project includes replacing a 6-inch AC water main near the end of its service life with a new 8-inch diameter plastic water main.

Benefit

This project aims to improve fire flow while replacing an aged pipe constructed of a material known to be brittle and prone to leaking.