The project is being done to replace failed and inadequate infrastructure with new infrastructure that will adequately serve our needs for 50 years or more.

Although exact records cannot be found, Cascade Avenue from Spruce Street to Sixth Street is over 50 years old and likely approaching 70 years old. The roadway was originally constructed with concrete pavement. After the concrete deteriorated to unacceptable levels, the road has been overlaid with asphalt pavement on multiple occasions. Requests to improve the roadway condition have been received for many decades. In addition to an obviously degraded roadway surface, beneath the pavement is other unseen and deficient infrastructure, much of which is thought to be approaching 70-years old.

Currently, 4” water main runs from Third Street to Oak Knoll. A 4” water main has a maximum flow capacity that is less than 20% that of an 8” water main which is the current minimum standard used throughout the City. The Cascade Avenue reconstruction project will install 12” water main through this corridor to serve the University and others. A 12” water main has a maximum flow capacity that is 18 times the flow capacity of a 4” water main.

Current sanitary sewers in Cascade Avenue serving the University and others are constructed of clay tile pipe. Clay tile pipe is subject to infiltration of groundwater and intrusion of roots. The clay tile pipe is at the end of its life cycle and will be replaced by watertight PVS pipe.

Underground wiring providing service to the existing street lighting system has failed in numerous locations. Temporary above ground wires have been strung from light to light in order to keep the street lighting system in service. The entire street lighting system will be replaced as part of the Cascade Avenue reconstruction project.

Reconstruction of Cascade Avenue was first included in the City’s 5-year Capital Improvement Plan in 1999. Concept planning began in 2007 with a series of three well attended public meeting held on campus where participants were asked to identify problems and concerns with the existing corridor, develop goals and objectives for a reconstructed corridor, and suggest solutions. A concept plan was adopted by the City Council on January 29, 2008.