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Water System Master Plan Report

Hazen Project No. 31238-002
June 2017



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Executive Summary

The City of Hendersonville authorized Hazen to develop a water system master plan that identifies capital improvements to eliminate low pressures, remedy deficient fire flows and supply future water demands.

The project included evaluating water age and developing unidirectional flushing (UDF) plans in water quality problem areas. This report summarizes the project.

This project supplements a 2014/2015 project that built a new hydraulic model from the city's GIS and customer billing records. The water system master plan envisions expanding the service area into both the urban service area and the rural transition area by 2040. The service area was defined through meetings with city staff and the county planning department. Population estimates for the service area were based on projections developed by the French Broad River Metropolitan Planning Organization for traffic analysis zones (TAZs). These projections show the water system will supply an additional population of 74,000 people by 2040.

Projected maximum day demands are shown in Figure E-1. This figure also shows the water treatment plant expansions that will be needed to meet projected demands.

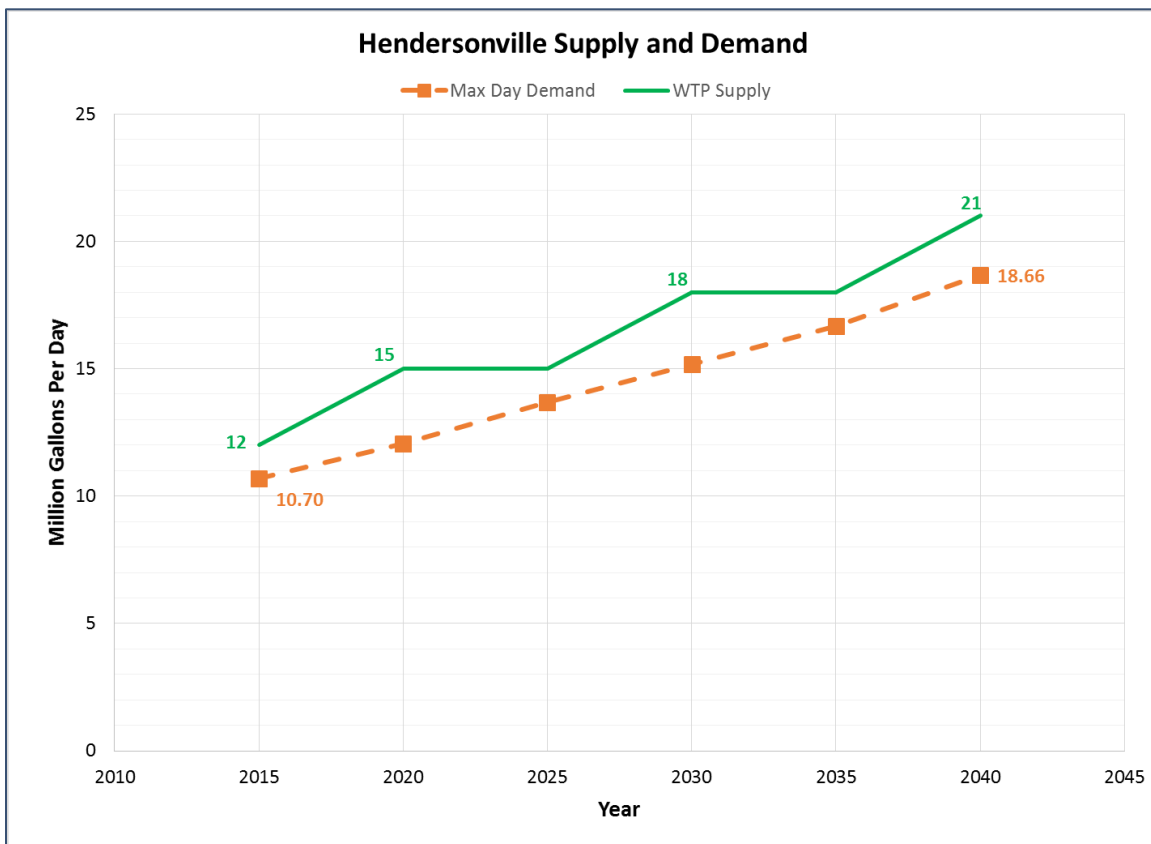


Figure E-1: Water System Supply and Demand

Future demand conditions were simulated with the model to check for deficiencies in storage, pumping and distribution capacity. Subsequent modeling tested alternatives that eliminate deficiencies.

To accommodate the projected growth, 22 new pump stations and 9 new storage tanks are recommended. The most important improvements include:

- Replace the existing 24-inch transmission main leaving the WTP with a new 36-inch from WTP to NC 191 then a new 30 inch pipe to the intersection of Blythe St & 5th Ave W. The first phase will occur as part of a NC DOT improvement project starting in 2025. The second phase will be installed by 2030 so the WTP can supply the maximum day demand.
- Install a 24-inch transmission main along Balfour Parkway from NC 191 to Ashville Hwy. This model shows this pipe will carry 5.3 mgd to Fletcher and the Eastside area.
- Extend 16-inch pipe along Balfour Parkway from Asheville Highway to Interstate 26.
- Build a new 2 mgd booster pump station on Balfour Parkway to meet projected demands in the Eastside Pressure Zone.
- Create Southside- Crail Farm Pressure Zone in the south part of the existing main zone to eliminate low pressures. The new pressure zone will include a new 2 mgd pump station and a proposed 0.5 MG tank.
- Implement Long John Mountain Pressure Zone to serve customers along NC 191 and US 64. This new pressure zone will include a new pump station and storage tank, along with a series of pressure reducing valves and two existing pump stations.
- Install other smaller pipes to improve available fire flows.

The attached maps show the capital improvement projects.

The total opinion of probable costs for larger projects, tanks and pump stations shown below is **\$50.1 million**.

CIP Phase	Number of Large Projects	Number of New Tanks	Number of New Pumps	Number of New Pressure Zones	Opinion of Probable Construction Cost (\$) ¹
2020	3	2	4	7	9,625,000
2025	8	6	5	7	28,839,000
2030	1	0	0	0	7,070,000
2035	0	1	2	3	1,140,000
2040	0	0	9	9	3,456,000
Total	\$36,559,000	\$5,291,000	\$8,280,000		\$50,130,000

1. 2017\$ (Construction + 20% Engineering + 20% Contingencies)

1. Introduction

1.1 Authorization

Hazen and Sawyer was authorized by the City of Hendersonville to develop a water system master plan in January 2016.

1.2 Purpose

The purpose of the study was to recommend capital improvements for eliminating existing deficiencies and supplying future growth. Our analysis used the new hydraulic model from a previous project to analyze existing problems and to simulate future conditions.

1.3 Scope of Work

The scope of work outlined in a proposal dated October 27, 2015, included the following tasks:

1. Meet with city staff

This task included an initial meeting, three progress meetings or webcasts and a final presentation to City Council.

2. Field tests

We proposed a field test to resolve a model calibration discrepancy on the discharge side of Eastside Pump Station. The test consisted of flow and pressure measurements.

3. Evaluate water age

This task mapped water age for existing system operation. The model predicted water age based on a 30-day simulation of existing average daily demand using current pump controls and operating procedures. The map highlighted areas where water age was excessive. Disinfection by Products (DBP) sampling sites were plotted on the map to estimate water age at each site.

Recommendations were made to improve operations and reduce water age in problem areas. Possible recommendations included automatic flushing, bleeding water at zone boundaries, increasing tank turnover, improving circulation and changing operating methods.

This task also included planning unidirectional flushing (UDF) for approximately 50 miles of water main in water quality problem areas.

4. Identify existing deficiencies

The calibrated model simulated peak hour demand for existing maximum day conditions to identify low pressure areas. Areas with deficient fire flows were identified by comparing the fire flow map from previous projects with zoning maps and information provided by local fire departments. Pump and storage deficiencies were identified by comparing existing pump and tank capacity in each pressure zone to existing maximum day demand and requirements for equalizing and fire storage. Recommendations were developed for eliminating existing deficiencies.

5. Estimate future demands

This task included projecting water demands to the year 2040. Hazen worked with utility staff and the Hendersonville and Henderson County planning departments to delineate the extent of the future service area. Using population projections for traffic analysis zones (TAZs) developed by the French Broad River Metropolitan Planning Organization, we estimated the future population of the water system service area. Per capita demands were estimated using past production and census records, as well as billing data from previous modeling projects. Using this information, we tabulated future water demands in 5-year increments to 2040, for the system as a whole and in each pressure zone.

Demand projections included average day, maximum day, maximum day plus fire, and peak hour demands. Average day projections reflected population growth projected for Traffic Analysis Zones (TAZs) within the service area and per capita usage trends, with allowances for commercial demand and non-revenue water. We worked with city staff to develop allowances for future industrial development.

Maximum day projections considered recent peaking factors and irrigation trends. Peak hour projections were based on diurnal patterns developed in previous modeling projects.

6. Evaluate pump and tank capacity

This task included evaluating future pump and storage capacity in each pressure zone. We evaluated the pumps supplying each pressure zone by comparing existing firm capacity with projected maximum day demands. The storage evaluation compared existing tank capacities to future requirements for equalizing diurnal demands, sustaining fire flows and meeting state guidelines for emergency storage.

7. Test improvements to eliminate deficiencies

Hydraulic modeling simulated future demand conditions. Predicted pressures without improvements were compared with design criteria agreed upon by city staff. After identifying deficiencies, the model tested improvement alternatives and identified cost-effective methods of supplying future demands, meeting design criteria and maintaining water quality. Zone boundaries were expanded and adjusted as needed to provide satisfactory pressures. Proposed improvements took full advantage of the existing system to minimize costs.

8. Develop CIP

The city's existing capital improvements plan was reviewed and adjusted based on modeling results and discussions with city staff. Proposed improvements were reviewed for constructability and coordinated with paving schedules and other planning information. This task included tabulating descriptions of CIP projects including demand triggers and links to other projects where appropriate; color-coded mapping summarizing each phase of the proposed program of construction; preparing detailed project sheets for the first phase of improvements; and estimating planning level cost estimates for long range improvements.

9. Prepare final report

Hazen prepared this report that summarizes the field test and documents existing deficiencies. The report tabulates past, present and future demands and summarizes the findings from computer simulations. Proposed pumps, tanks and pipelines are justified. This draft report summarizes the recommended CIP in table and maps. Hazen will respond to review comments by city staff and prepare five paper copies and an electronic version of the final report.

1.4 General Information

Hendersonville's water system supplies more than 65,000 customers. The distribution system includes over 650 miles of water mains, 53 pump stations, and 24 water storage tanks. Several of the pump stations have small hydropneumatic storage tanks.

The water treatment plant (WTP) currently can treat up to 12 million gallons per day (mgd). The water flows through two transmission mains, a 16-inch pipe and a 24-inch pipe, to the central part of the system.

Hazen created a hydraulic model of the distribution system in a previous project as shown in Figure 1. The model includes all water mains in the city's GIS, as well as Laurel Park. Calibration included checking the model using extensive field tests and SCADA records. Table 1 lists current pump station characteristics. Table 2 summarizes information about the tanks. Table 3 list the PRV information included in the model.

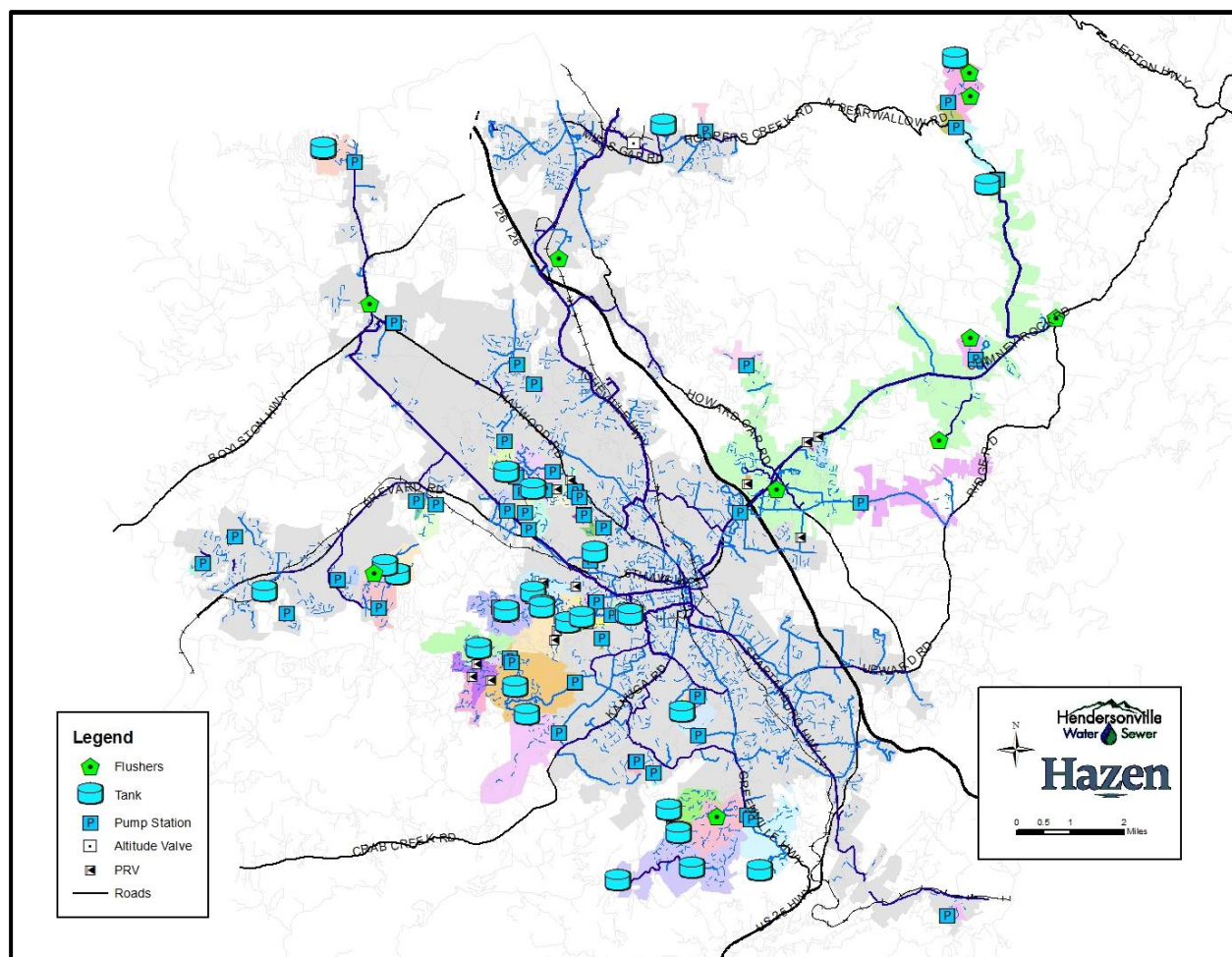


Figure 1: Existing Hydraulic Model of Hendersonville's System

Table 1: Pump Summary

Location	Inlet Zone	Outlet Zone	Pump Number	Capacity		TDH	HP
				mgd	gpm		
WTP Pump	Clearwell	Main	1-Electric	4.0	2,800	450	450
			2-Electric	4.0	2,800	450	450
			3-Electric	3.5	2,431	450	350
			4-Electric	3.5	2,431	450	350
Eastside Booster	Main	Eastside Booster	1-VFD	2.09	1,450	250	125
			2-VFD	2.09	1,450	250	
Carriage Park Main	Main	Carriage Park Main	1-Electric	0.23	158	400	25
			2-Electric	0.23	158	400	
Champions Hill-Willow Rd	Main	Champions Hill-Willow Rd	1-Electric	0.40	280	580	60
			2-Electric	0.40	280	580	
Claremont (Main)	Main	Claremont (Main)	1-Electric	0.77	535	462	40
			2-Electric	0.77	535	462	
Cummings Cove	Main	Cummings Cove	1-Electric	0.12	80	323	15
			2-Electric	0.12	80	323	
Cummings Cove (New)	Cummings Cove	Cummings Cove	1-Electric	0.23	158	180	10
			2-Electric	0.23	158	180	
Dunroy	Main	Dunroy	1-Electric	0.34	237	341	30
			2-Electric	0.47	325	375	
Grand Highlands No. 1	Eastside	Grand Highlands No. 1	1-Electric	0.23	159	558	30
			2-Electric	0.23	159	558	
Grand Highlands No. 2	Grand Highlands No.1	Grand Highlands No. 2	1-Electric	0.23	159	475	25
			2-Electric	0.23	159	475	
Grand Highlands No. 3	Main	Grand Highlands No. 3	1-Electric	0.23	159	430	25
			2-Electric	0.23	159	430	
Haywood Knolls	Main	Haywood Knolls	1-Electric	0.12	84	342	15
			2-Electric	0.12	84		
High Vista	Main	High Vista	1-Electric	0.43	300	176	25
			2-Electric	0.49	339	177	
Kenmure-Greenleaf Dr.	Kenmure-Greenville Hwy	Kenmure-Greenleaf Dr.	1-Electric	0.46	320	392	40
			2-Electric	0.46	320	392	
Kenmure-Greenville Hwy	Main	Kenmure-Greenville Hwy	1-Electric	0.44	305	504	100
			2-Electric	0.44	305	504	75
Kenmure-Railpen Gap	Kenmure-Greenville Hwy	Kenmure-Railpen Gap	1-Electric	0.12	84	290	10
			2-Electric	0.12	84	290	
Laurel Park Place	Main	Laurel Park Place	1-Electric	0.34	237	247	20
			2-Electric	0.29	200	210	
Solomon Jones	Champions Hill- Willow Rd	Solomon Jones	1-Electric	0.34	237	281	15
			2-Electric	0.34	237	281	
Sugar Hollow	Main	Sugar Hollow	1-Electric	0.34	237	341	30
			2-Electric	0.34	237	341	

Location	Inlet Zone	Outlet Zone	Pump Number	Capacity		TDH	HP
				mgd	gpm		
Addison Creek	Main	Addison Creek	1-Electric	0.16	111	104	5
			2-Electric	0.16	111	104	
Blacksmith Run	Eastside	Blacksmith Run	1-Electric	0.08	53	305	7.5
			2-Electric	0.08	53	305	
Brightwater	Main	Brightwater	1-Electric	0.09	60	120	5
			2-Electric	0.09	60	120	
Carriage Park Lane	Carriage Park Main	Carriage Park Lane	1-Electric	0.13	90	151	5
			2-Electric	0.13	90	151	
Carriage Park-Grapevine	Carriage Park Lane	Carriage Park-Grapevine	1-Electric	0.70	50	168	7.5
			2-Electric	0.70	50	168	
Champion Hills-Haden Dr.	Champion Hills-Willow Rd	Champion Hills-Haden Dr.	1-Electric	0.13	90	103	5.0
			2-Electric	0.13	90	103	
Champion Hills-Indian Cave	Champion Hills-Willow Rd	Champion Hills-Indian Cave	1-Electric	0.06	42	449	7.5
			2-Electric	0.06	42	449	
Cummings Cove (136)	New Cummings Cove	Cummings Cove	1-Electric	0.08	53	114	3
			2-Electric	0.08	53	114	
Dellwood	Main	Dellwood	1-Electric	0.26	180	340	20
			2-Electric	0.26	180	340	
Dunroy Hydro	Dunroy	Dunroy Hydro	1-Electric	0.06	42	224	3
			2-Electric	0.06	42	224	
Enchanted Forest	Main	Enchanted Forest	1-Electric	0.02	16	202	1.5
			2-Electric	0.02	16	202	
Golf Mountain Estates	Main	Golf Mountain Estates	1-Electric	0.02	15	225	2
			2-Electric	0.02	15	225	
Grand Highlands No. 4	Grand Highlands No.3	Grand Highlands No. 4	1-Electric	0.13	90	266	7.5
			2-Electric	0.13	90	266	
Hawthorne Hills	Main	Hawthorne Hills	1-Electric	0.19	130	496	25
			2-Electric	0.22	150	260	
Hearth Stone	Main	Hearth Stone	1-Electric	0.08	53	376	7.5
			2-Electric	0.08	53	376	
Highlander Woods	Eastside	Highlander Woods	1-Electric	0.16	111	210	7.5
			2-Electric	0.16	111	210	
Hunters Crossing - Surrey Lane	Main	Hunters Crossing - Surrey Lane	1-Electric	0.08	53	376	7.5
			2-Electric	0.08	53	376	
Hunters Crossing - Hunters Lane	Hunters Crossing-Surrey Lane	Hunters Crossing - Hunters Lane	1-Electric	0.06	42	465	7.5
			2-Electric	0.06	42	465	

Location	Inlet Zone	Outlet Zone	Pump Number	Capacity		TDH	HP
				mgd	gpm		
Hunters Glen	Main	Hunters Glen	1-Electric	0.17	117	340	30
			2-Electric	0.17	117	340	
Indian Hills	Main	Indian Hills	1-Electric	0.08	53	175	5
			2-Electric	0.08	53	175	
Kenmure-Poplar Loop	Kenmure-Railpen Gap	Kenmure-Poplar Loop	1-Electric	0.08	53	306	7.5
			2-Electric	0.08	53	306	
Long John	Main	Long John	1-Electric	0.23	158	557	30
			2-Electric	0.23	158	557	
Middleton Place	Main	Middleton Place	1-Electric	0.04	30	205	3
			2-Electric	0.04	30	205	
Mountain Valley	Main	Mountain Valley	1-Electric	0.08	53	350	7.5
			2-Electric	0.08	53	376	
Mountain Vista	Main	Mountain Vista	1-Electric	0.22	150	252	15
			2-Electric	0.22	150	252	
Overlook Terrace	Main	Overlook Terrace	1-Electric	0.13	92	225	10
			2-Electric	0.13	92	225	
Park Knolls	Main	Park Knolls	1-Electric	0.03	22	180	2
			2-Electric	0.03	22	180	
Rugby Hollow	Main	Rugby Hollow	1-Electric	0.03	22	186	3
			2-Electric	0.03	22	137	
Stonebridge	Main	Stonebridge	1-Electric	0.04	30	384	5
			2-Electric	0.04	30	384	
Sugarloaf School	Eastside	Sugarloaf School	1-Electric	0.10	69	362	15
			2-Electric	0.10	69	362	
Sweetwater Hills	Main	Sweetwater Hills	1-Electric	0.05	38	255	5
			2-Electric	0.05	38	255	
Tennerriffee	Main	Tennerriffee	1-Electric	0.04	30	206	3
			2-Electric	0.04	30	205	
Trenholm	Main	Trenholm	1-Electric	0.33	230	496	25
			2-Electric	0.33	230	496	
Twelfth Fairway	Main	Twelfth Fairway	1-Electric	0.07	50	40	5
			2-Electric	0.07	50	40	
Portable #140				0.04	30	205	3

Town of Laurel Park: Pump Summary

Location	Inlet Zone	Outlet Zone	Number of Pumps	Capacity		TDH feet	HP
				mgd	gpm		
Laurel Park	Main	Hebron	2	0.55	381	163	25
Hebron	Hebron	Echo	2	0.50	347	277	40
Echo	Echo	Apple	2	0.23	160	200	15
Apple	Apple	Sky	2	0.23	160	200	15
Sky Village	Sky	Fleetwood	2	0.23	160	200	15
Fleetwood	Fleetwood	Fleetwood Hydro	2	0.06	46	275	5

Table 2: Tank Summary

Tank	Zone	Overflow Elevation (feet)	Bowl Elevation (feet)	Range (feet)	Diameter (feet)	Capacity (MG)	SCADA
Etowah Elevated	Main Zone	2,328	2,306	32	28	0.1	Y
Ewart Hills-1	Main Zone	2,336	2,323	13	256	5.0	Y
Ewart Hills-2	Main Zone	2,336	2,321	15	238	5.0	Y
Fletcher	Main Zone	2,303	2,280	23	86	1.0	Y
Carriage Park	Carriage Park Main	2,738	2,706	32	33	0.2	Y
Champion Hills	Ch Willow	2,830	2,798	32	33	0.2	Y
Cobblestone	Claremont Main	2,790	2,766	24	31	0.1	Y
Cumming Cove	Cummingscove	2,525	2,501	24	27	0.1	N
Cummings Cove- Sanctuary	New Cummingscove	2,727	2,718.3	8'-8"	50	0.125	N
Dunroy	Dunroy	2,528	2,504	24	27	0.1	N
Eastside	Eastside	2,474	2,441	33	90	1.5	Y
Grand Highlands	Grand Highlands No 3	3,839	3,820	19	31	0.1	Y
Haywood Knolls	Haywood Knolls	2,613	2,589	24	27	0.1	Y
High Vista-A	High Vista	2,460	2,445	15	26	0.06	Y
High Vista-B	High Vista	2,460	2,445	15	25	0.05	Y
Kanuga Conference Center Private	Sugar Hollow	2,477	2,453	23	27	0.1	N
Kenmure Greenleaf-A	Kenmure Greenville Hwy	2,674	2,650	24	27	0.1	Y
Kenmure Greenleaf-B	Kenmure Greenville Hwy	2,674	2,650	24	27	0.1	Y
Kenmure Poplar Loop	Kenmure Railpengap	2,834	2,810	24	27	0.1	Y
Laurel Park	Laurel Park	2,466	2,442	24	27	0.1	N
Pinnacle Falls-	Kenmure Greenleaf	3,072	3,030	42	31	0.2	Y
Pinnacle Mountain	Kenmure Greenleaf	2,913	2,894	19	30	0.1	Y
Solomon Jones	Solomon Jones	2,962	2,937	25	28	0.1	N
Sugar Hollow	Sugar Hollow	2,625	2,601	24	24	0.08	Y

Town of Laurel Park: Tank Summary

Tank	Zone	Overflow Elevation (feet)*	Bowl Elevation (feet)*	Range (feet)	Diameter (feet)	Capacity (MG)
Hebron 1	Hebron	2506	2487	19	31	0.1
Hebron 2	Hebron	2506	2490	17	32	.095
Echo	Echo	2730	2690	40	30	0.2
Apple 1	Apple	2840	2821	19	30	0.1
Apple 2	Apple	2840	2813	28	25	0.1
Sky Village	Sky	3033	3015	18	30	.095
Fleetwood 1	Fleetwood	3114	3093	20	30	0.1
Fleetwood 2	Fleetwood	3114	3097	17	48	0.264

Table 3: PRV Summary

PRV Name	Diameter (in)	Elevation (ft)	Setting (psi)	HGL (ft)
Allen	8	2,183	70	2345
Bowen Terrace	6	2,255	90	2463
Brittany	2	2,125	85	2321
	6	2,125	85	2321
Cedar Bluffs	2	2,157	70	2319
	6	2,157	65	2307
	6	2,366	60	2505
Chattooga Run (Prickly Briar Rd)	6	2,366	60	2505
Chattooga Run 6	6	2,413	50	2529
Falls Summit	6	2,674	80	2859
Mistletoe	6	2,285	90	2493
Shaws Farm	6	2,334	60	2473
Wolf Pen	6	2,154	90	2362

1.5 Meetings with City Staff

Throughout the course of this master plan study, there were meetings with city staff to discuss progress, request data needs and agree on projections. Below is a brief description of each meeting.

The kickoff meeting took place on January 28, 2016. Previous projects from 2014 and 2015 were summarized. Next, the scope of the project was reviewed in detail.

The first progress meeting was March 17, 2016. The first part of the meeting included the planning department for discussion of future growth. The second part of the meeting focused on storage requirements, field test results, uni-directional flushing areas, pressure design criteria, and the city's current CIP.

The second progress meeting was April 19, 2016. This meeting reviewed demand projection methodology.

The third progress meeting took place September 13, 2016. This meeting reviewed the draft uni-directional flushing plan and finalized future demands and 2040 pressure zone boundaries.

A meeting on November 3, 2016, included a presentation to the Water and Sewer Technical Advisory Committee summarizing the current project and a separate meeting to review proposed improvements.

2. Field Test

2.1 Background

Hydraulic gradient (HGL) tests were conducted during a 2014 project to calibrate the model. However, the model could not match the measured flow north of the Eastside pump station during one of these tests unless we assumed a partly closed valve in the model.

The city later found a closed valve near the intersection of US 64 and Sugarloaf. However, closing this valve in the model did not produce flow and pressure predictions that matched the previous test results. Therefore, a new HGL test was conducted.

The new test included a Pitotube flow measurement using a tap the city installed downstream of Eastside pump station, which is not equipped with a meter.

The HGL test was run again.

2.2 HGL Test Results

Table 4 and Figure 2 show the results of the new HGL test. For this test, the recorded speed of the pump was 82% when operating at 48.7 Hz.

Table 4: HGL Test Results

HGL No.	Date Time	Location	Flow mgd	Head feet	Elevation feet	HGL feet	Distance feet
3B	4/27/2016	Ewart Hills Reservoirs		14	2321	2335	-
		5th Ave W -E- N Main		179	2152	2331	7,500
	12:40	Ashe & Jonas		200	2128	2328	10,300
	to	US 64 & Linda Vista		209	2117	2326	15,600
	13:00	Eastside PS - Suction	1.64	146	2177	2323	18,300
		Eastside PS - Discharge		311	2177	2488	18,300
		US 64 -N- Howard Gap		327	2160	2487	24,400
		US 64 & Pace		252	2226	2478	46,200
		Bearwallow & Old Cannon		227	2247	2474	58,900
		Eastside Tank		84	2381	2465	71,700

Eastside Pump 2 averaged 48.7 Hz.

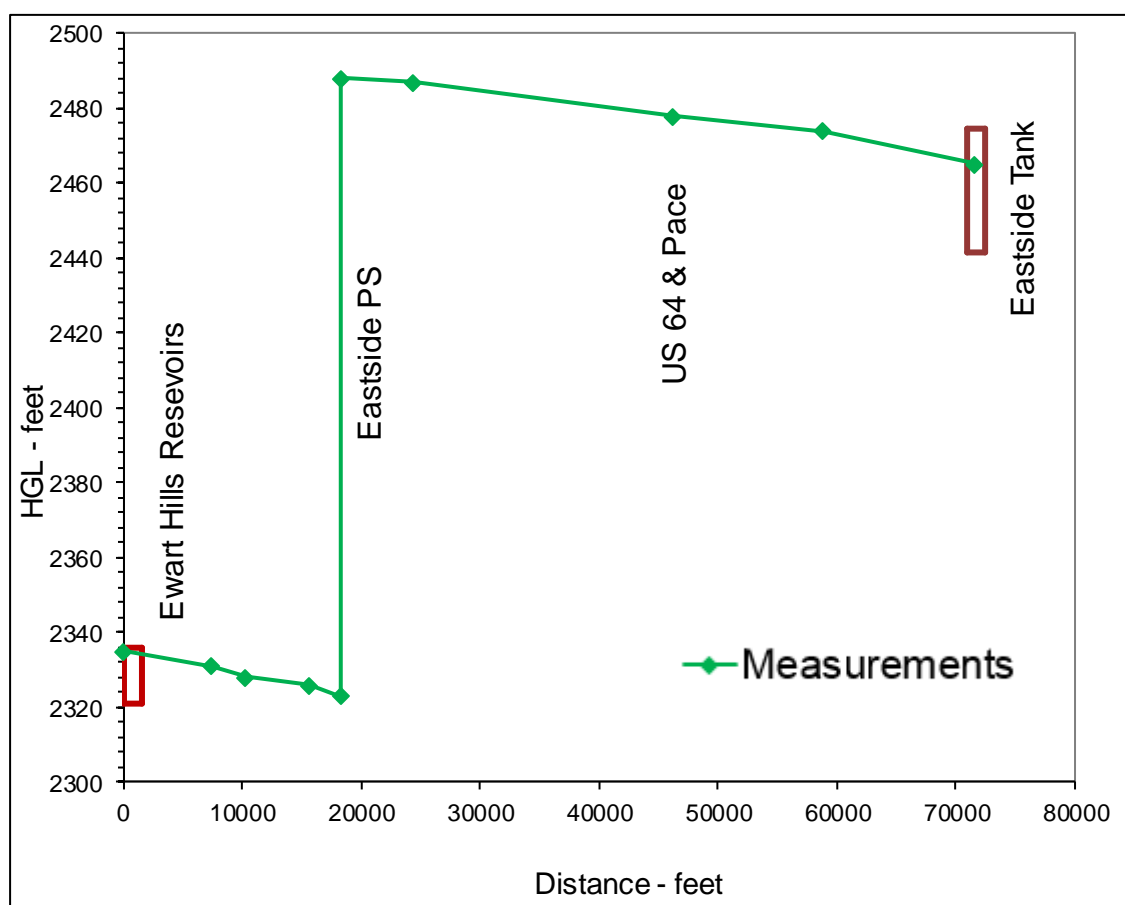


Figure 2: Measured HGLs Plotted Against Distance

2.3 Model Calibration using New HGL Test

The next step was to compare the model's predictions to the measurements. For this simulation, tanks in the model were set to levels from SCADA and Pump 2 at Eastside pump station was set to 82% speed. Figure 3 shows the results. The flow matched within 1% and all HGL predictions were within 4 feet of the measurements.

This field test documented that the model accurately calculates flows and HGLs in an important part of the system.

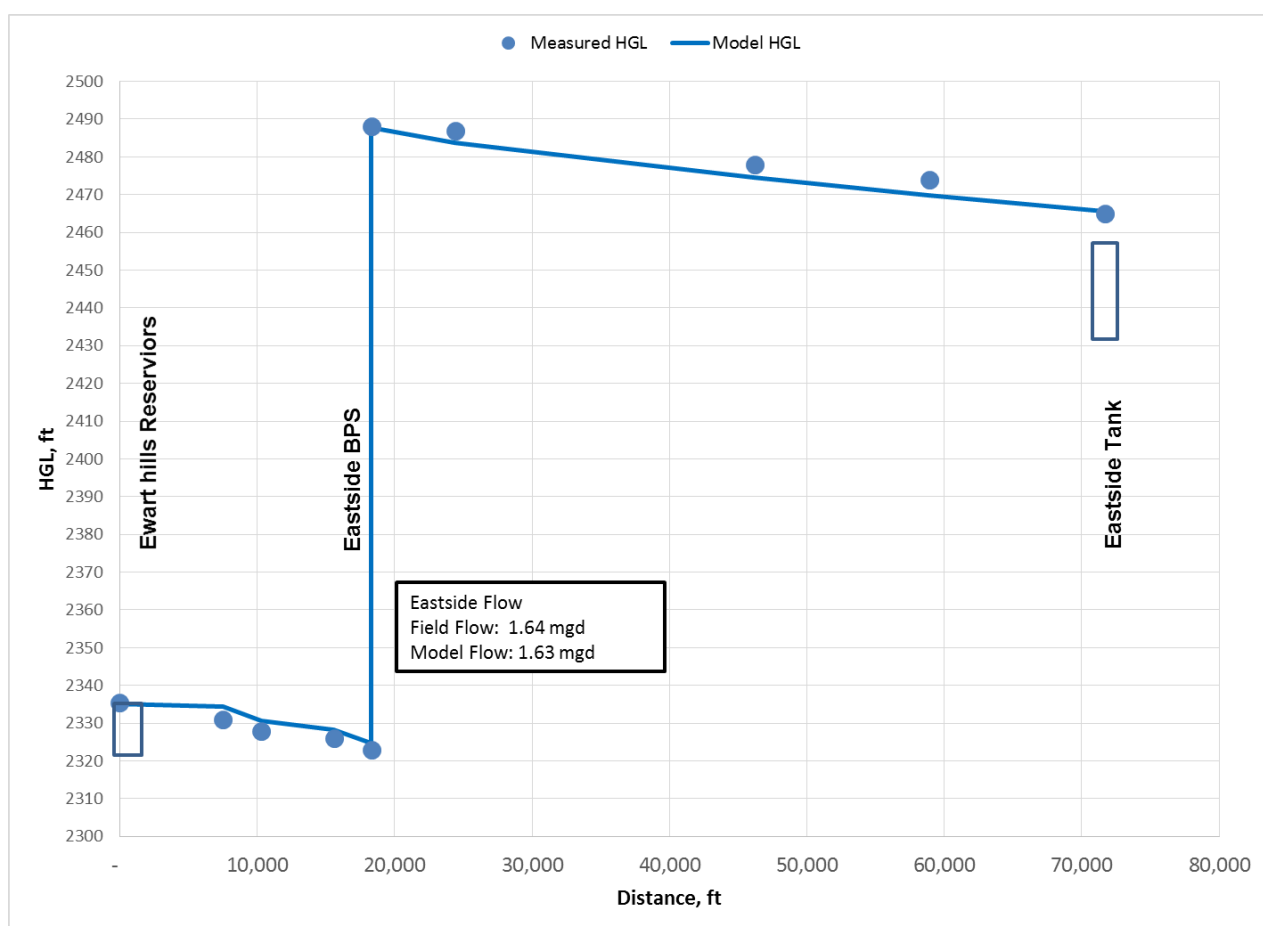


Figure 3: Model vs. Measurements

3. Evaluate Water Age

3.1 Background

Water age, which reflects travel time through a distribution system, is a general indicator of water quality. As water age increases, water quality deteriorates due to disinfectant decay and production of disinfection byproducts (DBPs). The city must sample for DBPs at approved sites to comply with EPA's Stage 2 DBP Rule.

3.2 Water Age Simulations

The model ran a 30-day simulation of existing average daily demand using current pump controls and operating procedures to map water age. Results are shown in Figure 4.

Water age greater than 1 week is generally considered excessive. Figure 4 shows areas with excessive water age in red. Figure 4 also shows the locations of the city's DBP sampling sites.

The model predicted excessive water age in many of the system's storage tanks, as shown in Figure 5.

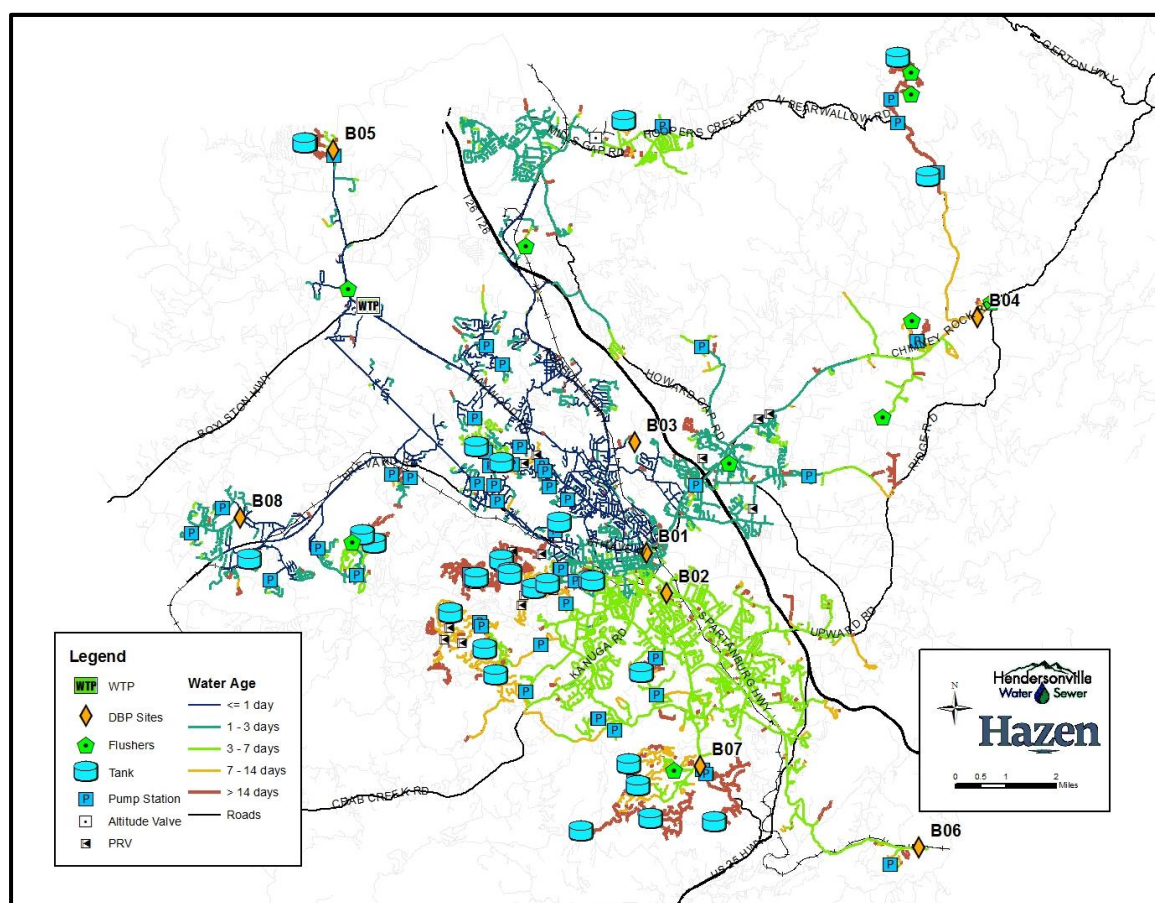


Figure 4: Average Day Water Age Predictions and DBP Sites

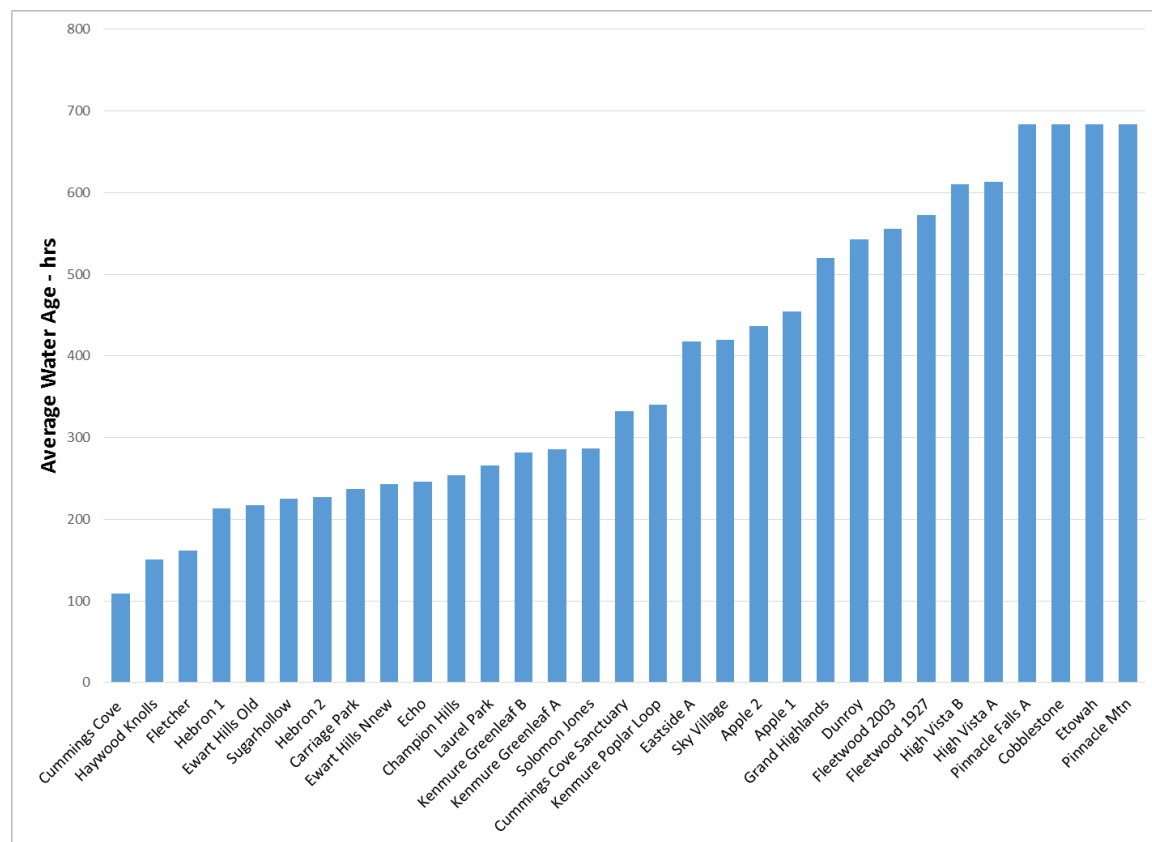


Figure 5: Existing System Average Water Age in Storage Tanks

3.3 Unidirectional Flushing

Using the water age map, seven areas with excessive water age were chosen for Unidirectional Flushing (UDF) as shown on Figure 6. These seven areas cover approximately 53 miles of pipe.

UDF is a systematic method of closing valves and opening hydrants to direct water through targeted segments of pipe. Flushing begins near sources such as water plants, trunk mains, and tanks. Closing certain valves in a prescribed sequence creates one-way flow into each segment from other pipes that have been flushed previously. Flowing hydrants induce velocities high enough to scour sediment and biofilm from the walls of the pipes. Pipes 16-inch and larger cannot be included in a UDF program because flows from hydrants cannot achieve sufficient scouring velocities.

The goals of unidirectional flushing are:

- Minimum velocity = 3 fps (removes sediment)
- Desired velocity = 5 fps (promotes scouring)
- Minimum pressure = 20 psi
- Pipe Volume Turnovers = 3

Hazen used specialized software to plan the flushing sequences. The UDF software used the hydraulic model and shapefiles describing valve and hydrant locations. The software created a field journal that was delivered to city staff for conducting the UDF program (included as Appendix B). The journal shows:

- Pipes to be flushed
- Length of flushed pipes
- Valves to be opened or closed
- Hydrants to be flushed
- Amount of flow to flush
- Amount of time to flush
- Flushing volume
- Pressures while flushing

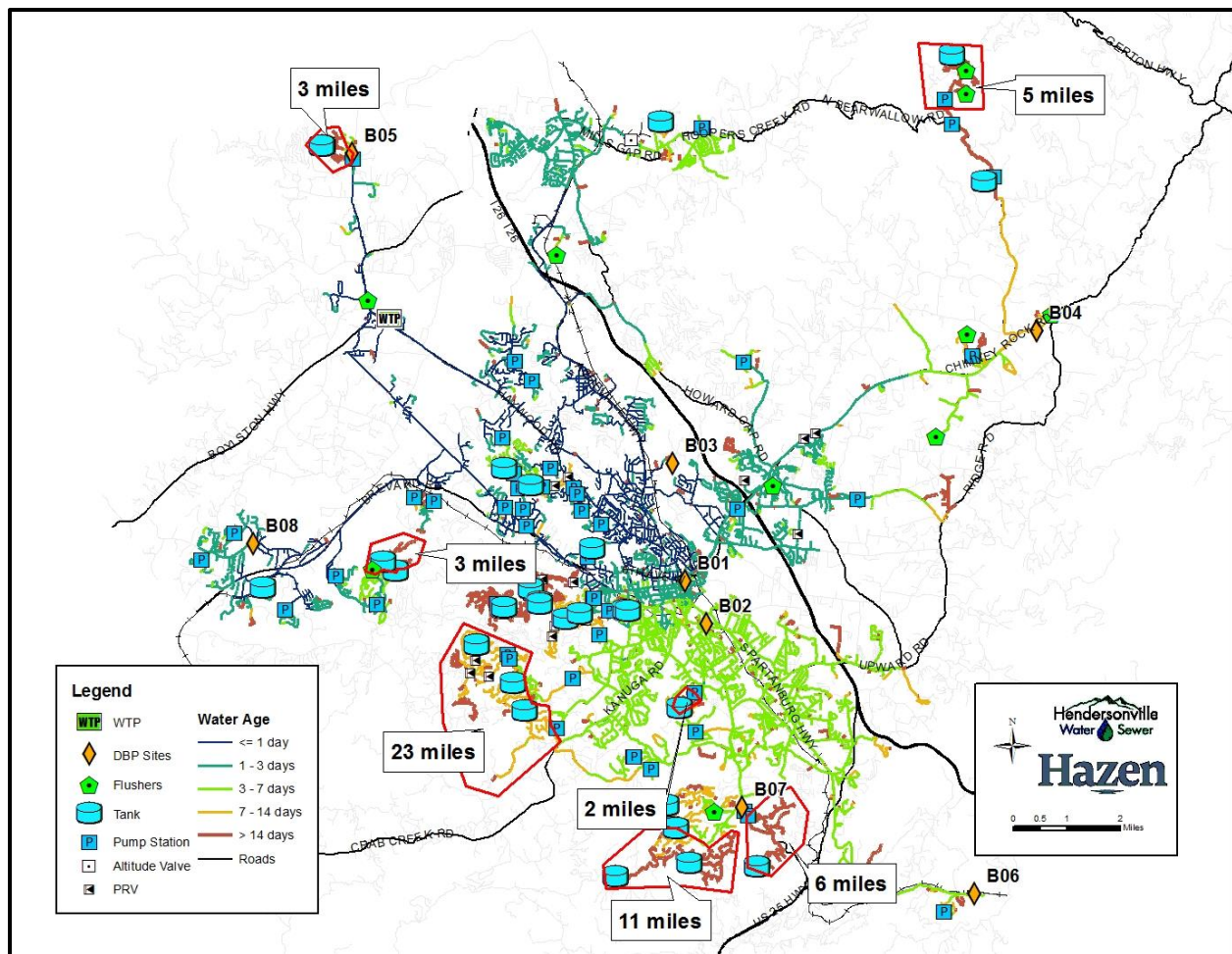


Figure 6: Unidirectional Flushing Areas

4. Existing Deficiencies

4.1 Existing Pressures

Identifying existing deficiencies included checking service pressures, available fire flows, storage capacity and pump capacity. The model simulated existing peak hour demand of 13.7 mgd and mapped pressures as shown in Figure 7.

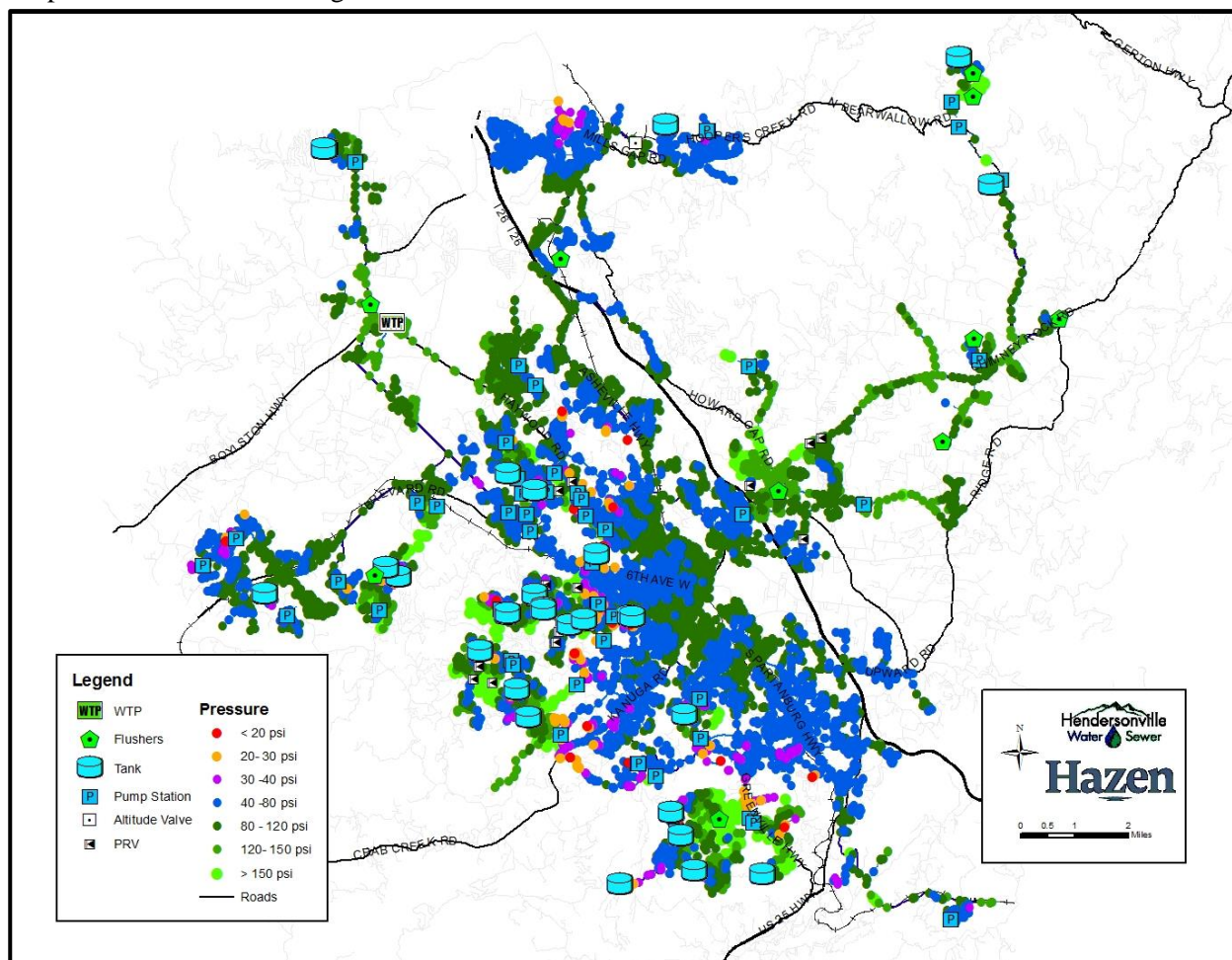


Figure 7: Existing Peak Hour Pressures

4.2 Existing Fire Flows

Figure 8 maps available fire flows predicted by the model for maximum day demand with low tank levels. The map uses the color-coding scheme recommended by the Office of the State Fire Marshal (OSFM). Hydrants shown in red have deficient fire flows less than 500 gpm. summarizes available fire flows in each OSFM category. Fire flow deficiencies were considered in the routing of improvements in a subsequent section of this report.

Most of the low pressures are related to elevations issues. The only way to improve was to move these areas into a higher pressures zone. This was done as much as possible. The low available fire flows were mostly due to elevations except for those on 4-inch or smaller water mains. It is recommended that all hydrants be moved to 6-inch water mains or larger.

Table 5: Existing Available Fire Flows

< 500 gpm	65
500 – 1,000 gpm	532
1,000 – 1,500 gpm	777
> 1,500 gpm	1367

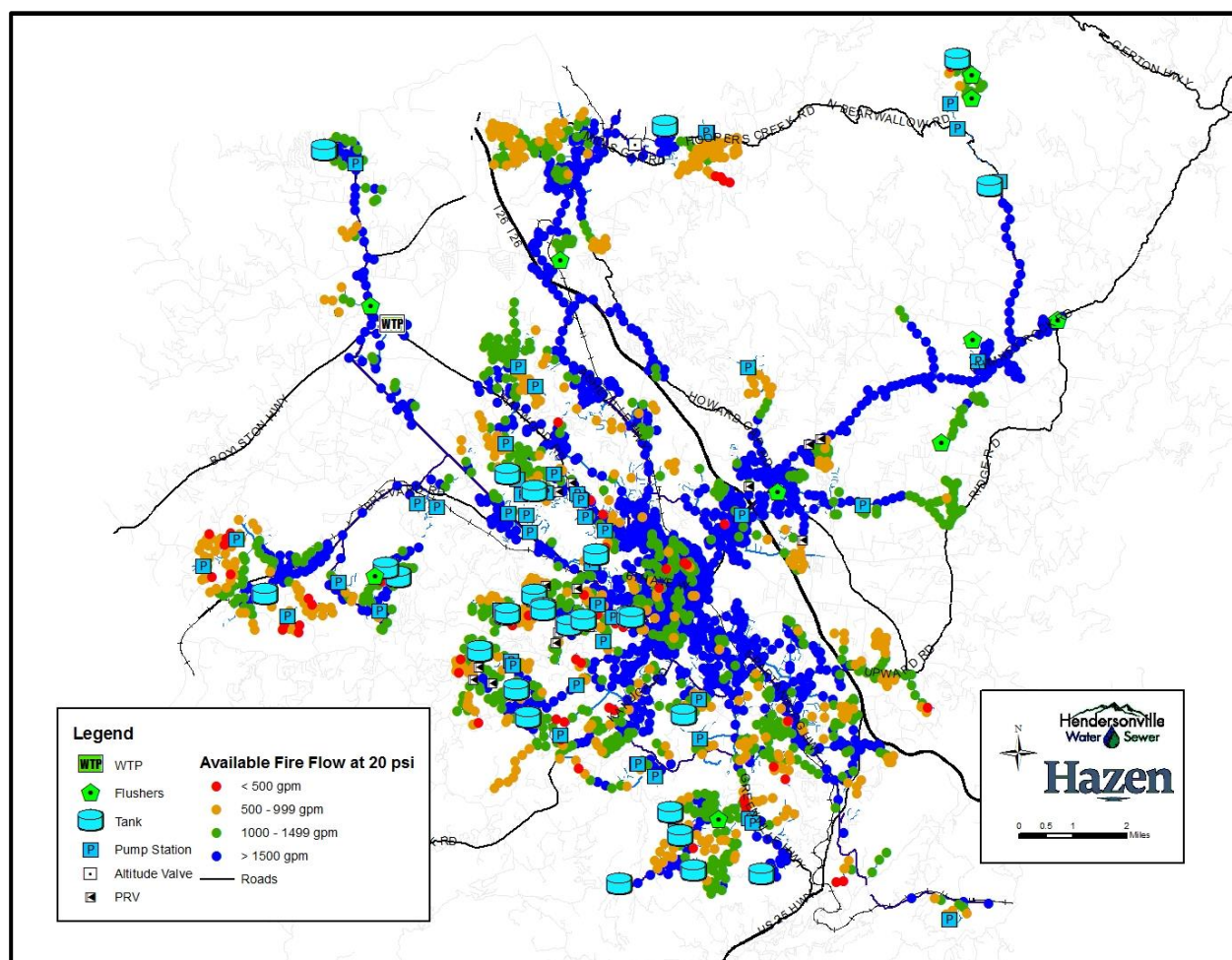


Figure 8: Existing Available Fire Flow

4.3 Existing Storage Evaluation

Our desk top storage evaluation compared an existing storage capacity to required equalizing and fire storage needs.

Equalizing storage requirements were calculated by multiplying maximum day demand in each zone by a percentage that was determined from the shape of the diurnal demand curve. Fire storage was calculated by multiplying the largest needed flow in each zone by the duration recommended by the American Water Works Association (AWWA). Table 6 shows the existing storage evaluation. Four pressures zones are deficient in meeting the equalizing and fire storage requirements. They are Cummings Cove, Sugar Hollow, Laurel Park and Solomon Jones. These storage deficiencies were taken into consideration in the design of improvements.

Table 6: Existing Storage Analysis

Existing System	Main Zone	Carriage Park Main	Haywoo d Knolls	Champion Hills Willow Rd	Sugar Hollo w	Claremont Main	Cummings Cove	New Cummings Cove	Dunroy	Eastside	Grand Highlands	High Vista	Kenmure Greenville Hwy	Kenmure Railpengap	Laurel Park	Kenmure Greenleaf	Solomon Jones	Town of Laurel Park	TOTAL
STORAGE NEEDED																			
AVERAGE DAY DEMAND - MGD	5.75	0.077	0.022	0.046	0.058	0.025	0.045	0.009	0.005	0.678	0.02	0.035	0.053	0.037	0.016	0.063	0.058	0.13	7.13
Max Day Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	
MAXIMUM DAY DEMAND - MGD	8.63	0.12	0.03	0.07	0.09	0.04	0.07	0.01	0.01	1.02	0.03	0.05	0.08	0.06	0.02	0.09	0.09	0.20	10.70
EQUALIZING STORAGE																			
EQUALIZING PERCENTAGE	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	
EQUALIZING VOLUME -MG	0.86	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.10	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.02	1.07
FIRE STORAGE																			
NEEDED FIRE FLOW - GPM	3500	750	750	1000	1000	750	1000	750	750	2500	750	750	1500	750	1000	750	1000	1400	3500
DURATION - HOURS	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3
FIRE STORAGE VOLUME - MG	0.63	0.09	0.09	0.12	0.12	0.09	0.12	0.09	0.09	0.30	0.09	0.09	0.18	0.09	0.12	0.09	0.12	0.25	0.63
EQUALIZING + FIRE STORAGE REQUIRED - MG	1.49	0.10	0.09	0.13	0.13	0.09	0.13	0.09	0.09	0.40	0.09	0.10	0.19	0.10	0.12	0.10	0.13	0.27	1.70
EXISTING STORAGE	11.10	0.20	0.10	0.20	0.08	0.10	0.10	0.13	0.10	1.50	0.10	0.11	0.20	0.10	0.10	0.30	0.10	1.10	15.72
EQ + FIRE EXCESS STORAGE SURPLUS/DEFICIT - MG	9.61	0.10	0.01	0.07	-0.05	0.01	-0.03	0.03	0.01	1.10	0.01	0.01	0.01	0.00	-0.02	0.20	-0.03	0.83	14.02
PWS STORAGE REQUIRED (1/2 ADD) - MG																			3.57
EXISTING STORAGE																			15.72
PWS STORAGE SURPLUS/DEFICIT - MG																			12.15

4.4 Existing Pump Evaluation

Table 7 evaluated existing pumping capacity by pressure zone comparing current demands to existing firm capacity with the largest pump in each pump station out of service. Maximum day demands apply to stations that supply zones with floating storage. Peak hour demands apply for zones without storage using the NC Rules Governing Public Water Supply Systems as shown in Figure 9. The table identifies several pump capacity deficiencies that are addressed in subsequent sections of this report.

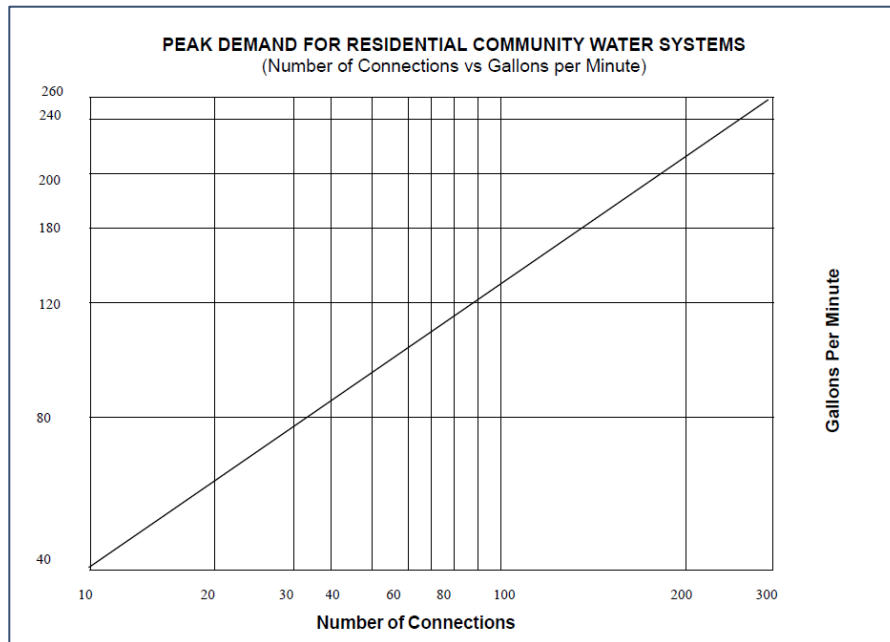


Figure 9: Chart for Determining Peak Demand from NC Rules Governing Public Water Supply

Table 7: Existing Pump Capacity

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	Maximum Day Demand, mgd	Status
New WTP Pump	Clearwell	Main	21.00	10.69	OK
Eastside Booster	Main	Eastside	4.00	1.05	OK
Carriage Park Main	Main	Carriage Park Main	0.23	0.01	OK
Champions Hill-Willow Rd	Main	Champions Hill-Willow Rd	0.4	0.16	OK
Claremont (Main)	Crail Farm	Claremont (Main)	0.77	0.04	OK
Cummings Cove	Main	Cummings Cove	0.12	0.08	OK
Cummings Cove (New)	Cummings Cove	Cummings Cove	0.23	0.01	OK
Dunroy	Main	Dunroy	0.34	0.01	OK
Grand Highlands No. 1	Eastside	Grand Highlands No. 1	0.23	0.03	OK
Grand Highlands No. 2	Grand Highlands No.1	Grand Highlands No. 2	0.23	0.03	OK
Grand Highlands No. 3	Main	Grand Highlands No. 3	0.23	0.03	OK
Haywood Knolls	Main	Haywood Knolls	0.12	0.03	OK
High Vista	Main	High Vista	0.43	0.05	OK
Kenmure-Greenleaf Dr.	Kenmure-Greenville Hwy	Kenmure-Greenleaf Dr.	0.46	0.09	OK
Kenmure-Greenville Hwy	Main	Kenmure-Greenville Hwy	0.44	0.23	OK
Kenmure-Railpen Gap	Kenmure-Greenville Hwy	Kenmure-Railpen Gap	0.12	0.06	OK
Laurel Park Place	Main	Laurel Park Place	0.29	0.02	OK
Solomon Jones	Champions Hill- Willow Rd	Solomon Jones	0.34	0.08	OK
Sugar Hollow	Main	Sugar Hollow	0.34	0.09	OK
Town of Laurel Park – Laurel Park	Main	Hebron	0.55	0.19	OK

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	Maximum Day Demand, mgd	Status
Town of Laurel Park -Hebron	Hebron	Echo	0.50	0.18	OK
Town of Laurel Park -Echo	Echo	Apple	0.23	0.15	OK
Town of Laurel Park -Apple	Apple	Sky	0.23	0.11	OK
Town of Laurel Park -Sky Village	Sky	Fleetwood	0.23	0.06	OK
Town of Laurel Park -Fleetwood	Fleetwood	Fleetwood Hydro	0.06	0.02	OK

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	Peak Hour Demand, mgd	Status
Addison Creek	Main	Addison Creek	0.16	0.144	OK
Blacksmith Run	Eastside	Blacksmith Run	0.08	0.151	Deficient
Brightwater	Main	Brightwater	0.09	0.089	OK
Carriage Park Lane	Carriage Park Main	Carriage Park Lane	0.13	0.144	Deficient
Carriage Park-Grapevine	Carriage Park Lane	Carriage Park-Grapevine	0.70	0.115	OK
Champion Hills-Haden Dr.	Champion Hills-Willow Rd	Champion Hills-Haden Dr.	0.13	0.089	OK
Champion Hills-Indian Cave	Champion Hills-Willow Rd	Champion Hills-Indian Cave	0.06	0.122	Deficient
Cummings Cove (new)	New Cummings Cove	Cummings Cove	0.08	0.374	Deficient
Dellwood	Main	Dellwood	0.26	0.144	OK
Dunroy Hydro	Dunroy	Dunroy Hydro	0.06	0.059	OK
Enchanted Forest	Main	Enchanted Forest	0.02	0.058	Deficient
Golf Mountain Estates	Main	Golf Mountain Estates	0.02	0.058	Deficient
Grand Highlands No. 4	Grand Highlands No.3	Grand Highlands No. 4	0.13	0.058	OK
Hawthorne Hills	Main	Hawthorne Hills	0.19	0.202	Deficient

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	Peak Hour Demand, mgd	Status
Hearth Stone	Main	Hearth Stone	0.08	0.091	Deficient
Highlander Woods	Eastside	Highlander Woods	0.16	0.271	Deficient
Hunters Crossing - Surrey Lane	Main	Hunters Crossing - Surrey Lane	0.08	0.144	Deficient
Hunters Crossing – Hunters Lane	Hunters Crossing-Surrey Lane	Hunters Crossing – Hunters Lane	0.06	0.058	OK
Hunters Glen	Main	Hunters Glen	0.17	0.216	Deficient
Indian Hills	Main	Indian Hills	0.08	0.089	Deficient
Kenmure-Poplar Loop	Kenmure-Railpen Gap	Kenmure-Poplar Loop	0.08	0.079	OK
Long John	Main	Long John	0.23	0.187	OK
Middleton Place	Main	Middleton Place	0.04	0.130	Deficient
Mountain Valley	Main	Mountain Valley	0.08	0.170	Deficient
Mountain Vista	Main	Mountain Vista	0.22	0.086	OK
Overlook Terrace	Main	Overlook Terrace	0.13	0.202	Deficient
Park Knolls	Main	Park Knolls	0.03	0.079	Deficient
Rugby Hollow	Main	Rugby Hollow	0.03	0.060	Deficient
Stonebridge	Main	Stonebridge	0.04	0.088	Deficient
Sugarloaf School	Eastside	Sugarloaf School	0.10	0.268	Deficient
Sweetwater Hills	Main	Sweetwater Hills	0.05	0.084	Deficient
Tenneriffiee	Main	Tenneriffiee	0.04	0.062	Deficient
Trenholm	Main	Trenholm	0.33	0.144	OK
Twelfth Fairway	Main	Twelfth Fairway	0.07	0.062	OK

5. Water Demand Projections

5.1 Overview

The water system master plan included projecting future water demands through the year 2040 in the current service areas and in the surrounding urban and rural transition areas. Demand projections were based on population projections for traffic analysis zones (TAZs) within the 2040 service area. The extent of the future service area was based on discussions with city staff and input from the city and county planning departments.

New demands were estimated by multiplying new population supplied by current average per capita use with a 10% percent non-revenue water. This assumes that the city will reduce its existing non-revenue water. New demands were combined with existing demands to estimate the total future demand in the study area. Peaking factors were then applied based on WTP production records and current diurnal demand patterns.

5.2 Population Projections

Hazen met with the city and county planning departments to define the future service area. This area includes the existing service area, urban service area and rural transition area, defined by City with input from County staff. A portion of this area that is likely to be supplied by Asheville was removed from the Hendersonville service area. Figure 10 shows the final future service area used for this study.

The French Broad River Metropolitan Planning Organization (FBRMPO) has developed TAZ population estimates for 2010 and 2040. The 2040 population estimates for TAZs within the existing service area included the current population served, and the hydraulic model already includes the demand for these customers based on billing records current population. Therefore, the current population supplied for TAZs in the existing service area was subtracted from the 2040 TAZ population estimates. For TAZs outside the existing service area, the 2040 TAZ total population was used to calculate the new population supplied.

An adjustment was made to allow for additional growth beyond the TAZ projections in the Etowah area. According to the Etowah and Horse Shoe Communities Plan, there are several locations where residential development will be turned into commercial districts. The City also provided us information regarding several larger residential developments that may occur. Based on these plans, this growth was projected to be equivalent to approximately 4,300 people.

5.3 Per Capita Use

In order to estimate the additional water demand to be supplied, the projected increase in the population of the service area was multiplied by the current per capita water usage calculated from billing records. From the 2015 Hydraulic Modeling Study, residential and small commercial customers use an average of 4.28 mgd. The current population served is approximately 56,000. The corresponding average per capita demand is approximately 76 gpd. After discussion with city staff, it was agreed to add 10% to the per capita water usage to allow for non-revenue water. Therefore, the per capita demand used to project new water demand is 84 gpd.

Based on these assumptions, we estimated an additional population of 74,000 people will be supplied by the water system by 2040.

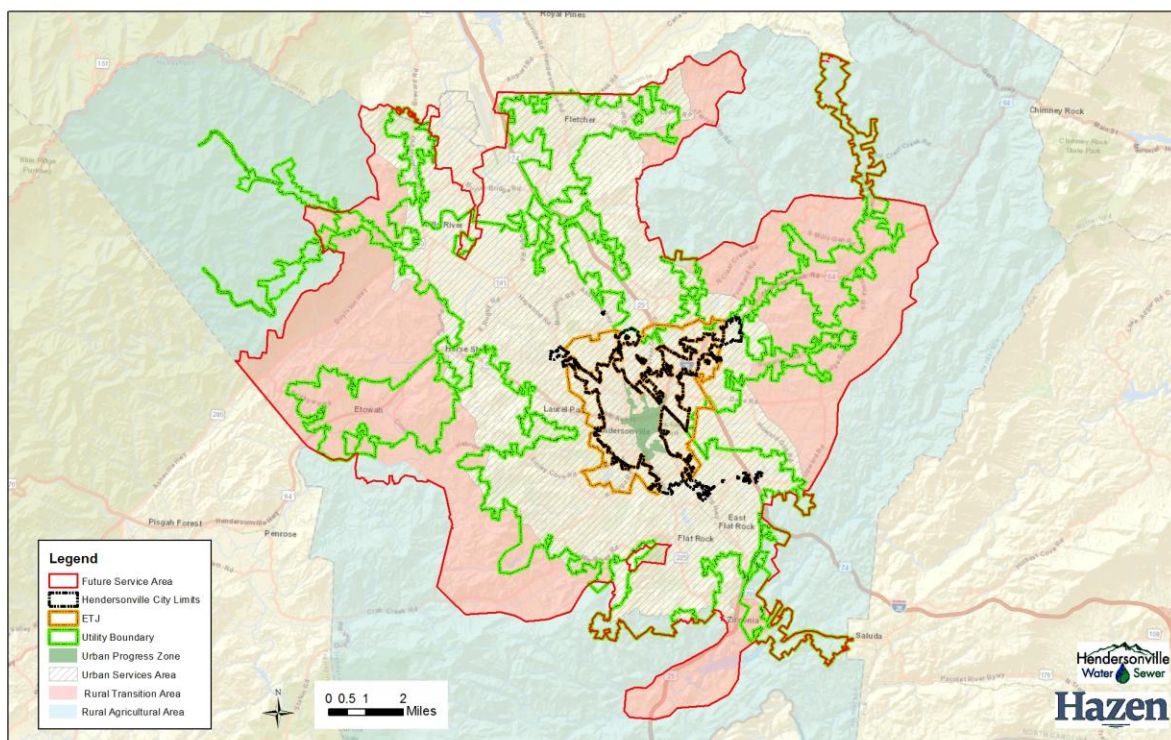


Figure 10: Future Service Area

5.4 Nonrevenue Water

The 2015 Hydraulic Modeling Project showed that non-revenue water was approximately 30% of the total production of the water plant. The city has implemented a leakage control program with the goal of decreasing non-revenue water to 10%. We included this goal in the model by adjusting the per capita consumption by 10% for new population supplied, and by decreasing the non-revenue water in the existing service area by overtime 5% per year until 2035, when we assumed it would hold at 10%. This

implies that non-revenue water in the existing service area will drop for 2.16 mgd in 2014 to 0.55 mgd in 2040, a decrease of 0.61 mgd.

5.5 New Industrial Demand

Hazen interviewed staff from the Henderson County Partnership for Economic Development to discuss the possible industrial growth. It was agreed that by 2040 average daily industrial demand of 0.6 mgd could occur in the service area. The consultant working on improvements for the Fletcher Zone estimated industrial average daily demand of 0.21 mgd could occur in this zone. The remaining 0.39 mgd of new industrial use was distributed to the remaining industrial sites.

5.6 Wholesale Allowance

The city currently sells water to Laurel Park and Saluda. The Laurel Park water system is now included in the city's model, and the potential growth for this area was included in the TAZ population projections. The contractual maximum rate to Saluda is 0.2 mgd and they currently use 0.10 mgd, so an allowance for an additional 0.10 mgd was included in the demand projections.

5.7 Maximum Day Peaking Factor

Average day demand is the best basis for projecting future demand; however, maximum day demand is the critical requirement for production capacity and pump stations. Maximum day demand is the highest daily demand in a year and it varies in most water systems due to rainfall .

The record flow from the WTP was 12.79 mgd in 2009, as shown in Figure 11. Based on conversations with the city staff, there were flow meter issues in 2009. During the last 20 years, excluding 2009, the highest maximum day peaking factor was 148%. City staff agreed to use 150% as the maximum day factor for estimating future demands.

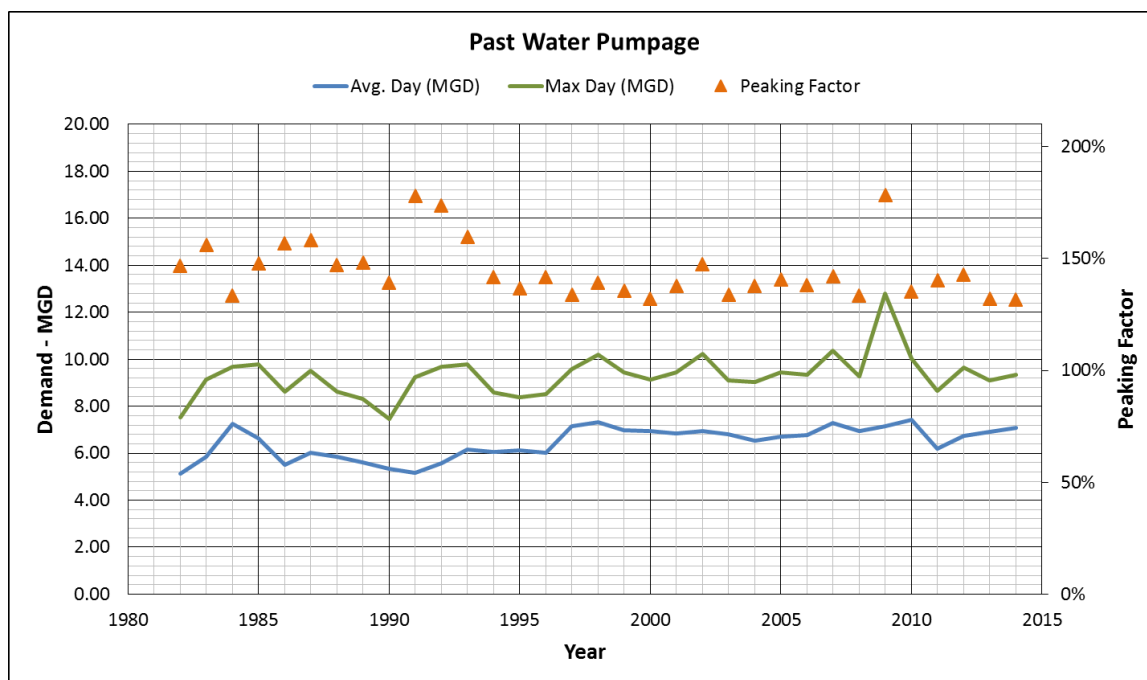


Figure 11: Hendersonville Maximum Day Peaking Factor

5.8 Demand Projection Summary

Table 8 summarizes the average day demand projection for 2040. Table 9 shows projected demands in 5-year increments. The peak hour estimates assume a peaking factor of 130%, which was determined from system diurnal pattern, as shown in Figure 12.

Table 8: 2040 Average Day Water Demand Summary

	AVERAGE DAY MGD
2014 Annual Average Production	7.13 mgd
2014-2040 Residential and Commercial Growth from TAZ (includes Laurel Park)	6.22 mgd
2040 Additional Wholesale (Saluda)	0.10 mgd
2040 Industrial Allowance	0.60 mgd
Reduction in NRW (to 0.55 mgd)	-1.61 mgd
Total Average Day Water Demand by 2040	12.44 mgd
Maximum Day Demand Projection	18.66 mgd

Table 9: Demand Projections

MGD	2015	2020	2025	2030	2035	2040
ADD	7.13	8.04	9.12	10.11	11.11	12.44
MDD	10.70	12.07	13.68	15.17	16.67	18.66
Peak Hour	13.69	15.69	17.78	19.72	21.67	24.26
MDD & 3500 gpm Fire	11.33	12.70	14.31	15.80	17.30	19.29

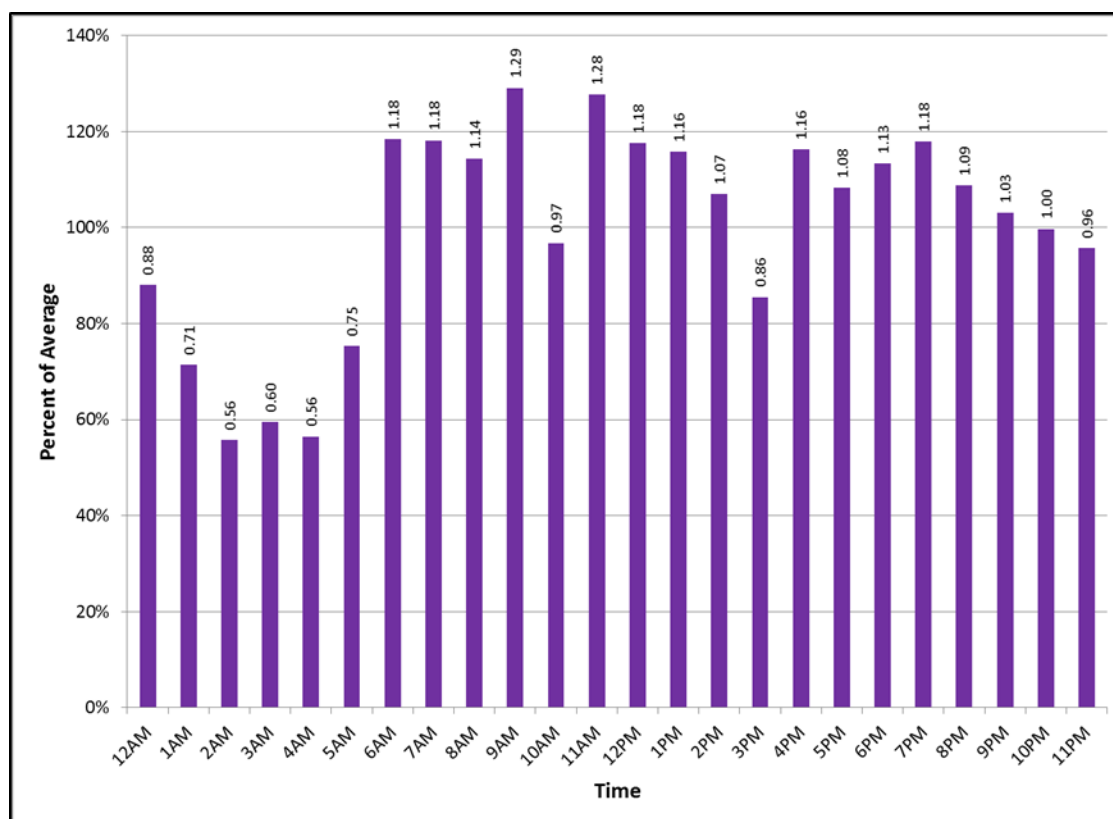


Figure 12: Diurnal Pattern

6. Evaluate Pump and Tank Capacity

Table 10 evaluated existing storage capacity for project water demands in 2040. The table calculates equalizing and fire storage in each pressure zone for comparison with existing storage capacity. Equalizing storage to allow constant pumping rates was calculated by multiplying maximum day demand in each pressure zone by a percentage that was derived from the system diurnal demand pattern. Fire storage requirements were calculated by multiplying the maximum needed fire flow in each pressure zone by the duration recommended by the AWWA. The table then adds equalizing and fire storage requirements and compares with the existing floating storage capacity in each pressure zone.

- Pressure Zone changes from the existing system are as follows:
- The main zone is broken into four different zones: Main, Etowah, Fletcher and Southside
- Carriage Park Main and Haywood Knolls zones will become part of the new Long John Mountain Zone
- Sugar Hollow Zone will be combined with Champion Hills Willow Rd Zone
- Three additional zones were added to growth areas
- 6 tanks were abandoned: Etowah Elevated (Main Zone), Fletcher (Main Zone) Carriage Park and Haywood Knolls (Long John Mountain Zone), Pinnacle Mountain (Kenmure Greenleaf Zone), Sugar Hollow (Champion Hills Willow Rd Zone)

Table 10 identifies several storage deficiencies that are addressed by proposed tanks in subsequent sections of this report. The table also checks total system storage (including WTP clearwells) with the PWS requirement of half the average day demand. The requirement for 2040 is 6.21 mg and the existing storage is sufficient. The City has plenty of storage and may want to consider removing one of the Ewart Hill Reservoirs.

Table 11 evaluated 2040 pumping capacity by pressure zone by comparing projected demands to existing firm capacity with the largest pump in each pump station out of service. Maximum day demands apply to stations that supply zones with floating storage. Peak hour demands apply for zones without storage using the NC Rules Governing Public Water Supply Systems, as shown in Figure 9. The pump capacity table shows which stations will be abandoned and lists several new stations. The table identifies several pump capacity deficiencies that are addressed by proposed pumps in subsequent sections of this report.

Table 10: 2040 Storage Evaluation

2040 System	Main Zone	Etowah	Fletcher	Southside	Long John Mountain	Champion Hills Willow Rd	Claremont Main	Cummings Cove	New Cummings Cove	Dunroy	Eastside	Grand Highlands	High Vista	Kenmure Greenville Hwy	Kenmure Railpengap	Laurel Park	Kenmure Greenleaf	Solomon Jones	Town of Laurel Park	Red Top	Summit Landing	Crab Creek	TOTAL	
STORAGE NEEDED	AVERAGE DAY DEMAND - MGD	6.26	0.67	1.15	0.31	0.23	0.15	0.08	0.04	0.01	0.03	2.46	0.02	0.04	0.05	0.05	0.01	0.06	0.10	0.29	0.19	0.12	0.10	12.42
	Max Day Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	
	MAXIMUM DAY DEMAND - MGD	9.40	1.01	1.73	0.47	0.34	0.22	0.11	0.06	0.02	0.05	3.69	0.03	0.05	0.08	0.08	0.02	0.09	0.14	0.44	0.29	0.18	0.15	18.64
EQUALIZING STORAGE																								
	EQUALIZING PERCENTAGE	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	
	EQUALIZING VOLUME -MG	0.94	0.10	0.17	0.05	0.03	0.02	0.01	0.01	0.00	0.00	0.37	0.00	0.01	0.01	0.00	0.01	0.01	0.01	0.04	0.03	0.02	0.01	1.86
FIRE STORAGE																								
	NEEDED FIRE FLOW - GPM	3500	2500	3000	2500	1000	1000	750	1000	750	750	2500	750	750	1500	750	1000	750	700	1400	1000	1500	1000	3500
	DURATION - HOURS	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	3
	FIRE STORAGE VOLUME - MG	0.63	0.30	0.54	0.30	0.12	0.12	0.09	0.12	0.09	0.09	0.30	0.09	0.09	0.18	0.09	0.12	0.09	0.08	0.25	0.12	0.18	0.12	0.63
EQUALIZING + FIRE STORAGE REQUIRED - MG		1.57	0.40	0.71	0.35	0.15	0.14	0.10	0.13	0.09	0.09	0.67	0.09	0.10	0.19	0.10	0.12	0.10	0.10	0.30	0.15	0.20	0.13	2.49
	EXISTING STORAGE	10.00					0.20	0.10	0.10	0.13	0.10	1.50	0.10	0.11	0.20	0.10	0.20	0.10	1.10					14.14
EQ + FIRE EXCESS STORAGE SURPLUS/DEFICIT - MG		8.43	-0.40	-0.71	-0.35	-0.15	0.06	0.00	-0.03	0.03	0.01	0.83	0.01	0.01	0.01	0.00	-0.02	0.10	0.00	0.81	-0.15	-0.20	-0.13	11.64
PWS STORAGE REQUIRED (1/2 ADD) - MG																								6.21
EXISTING STORAGE																								14.14
PWS STORAGE SURPLUS/DEFICIT - MG																								7.93

Table 11: 2040 Pumping Capacity

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	2040 Maximum Day Demand, mgd	Status
New WTP Pump	Clearwell	Main	21.00	18.65	OK
Balfour (2025)	Main	Eastside	4.00	3.71	OK
Eastside Booster					
Etowah (2017)	Main	Etowah	Design by others	1.01	OK
Carriage Park Main	Main	Carriage Park Main	0.23	0.15	OK
Champions Hill-Willow Rd	Main	Champions Hill-Willow Rd	0.4	0.36	OK
Claremont (Main)	Crail Farm	Claremont (Main)	0.77	0.29	OK
Crab Creek (2025)	Crail Farm	Crab Creek	0.15	0.15	OK
Crail Farm (2025)	Main	Crail Farm	2.00	2.00	OK
Cummings Cove	Main	Cummings Cove	0.12	0.08	OK
Cummings Cove (New)	Cummings Cove	Cummings Cove	0.23	0.02	OK
Dunroy	Main	Dunroy	0.34	0.05	OK
Fletcher (2025)	Main	Fletcher	Design by others	1.73	OK
Grand Highlands No. 1	Eastside	Grand Highlands No. 1	0.23	0.03	OK
Grand Highlands No. 2	Grand Highlands No.1	Grand Highlands No. 2	0.23	0.03	OK
Grand Highlands No. 3	Main	Grand Highlands No. 3	0.23	0.03	OK
Haywood Knolls	Main	Haywood Knolls	0.12	ABANDON	
High Vista	Main	High Vista	0.43	0.05	OK
Hunters (2020)	Main	Hunters	0.35	0.34	OK

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	2040 Maximum Day Demand, mgd	Status
Kenmure-Greenleaf Dr.	Kenmure-Greenville Hwy	Kenmure-Greenleaf Dr.	0.46	0.12	OK
Kenmure-Greenville Hwy	Crail Farm	Kenmure-Greenville Hwy	0.44	0.26	OK
Kenmure-Railpen Gap	Kenmure-Greenville Hwy	Kenmure-Railpen Gap	0.12	0.07	OK
Laurel Park Place	Main	Laurel Park Place	0.29	0.02	OK
Red Top (2035)			0.30	0.29	OK
Solomon Jones	Champions Hill- Willow Rd	Solomon Jones	0.34	0.14	OK
Sugar Hollow	Main	Sugar Hollow	0.34	ABANDON	
Town of Laurel Park (2030)	Main	Hebron	0.55	0.44	OK
Town of Laurel Park -Hebron	Hebron	Echo	0.50	0.34	OK
Town of Laurel Park -Echo	Echo	Apple	0.23	0.29	Deficient
Town of Laurel Park -Apple	Apple	Sky	0.23	0.21	OK
Town of Laurel Park -Sky Village	Sky	Fleetwood	0.23	0.12	OK
Town of Laurel Park -Fleetwood	Fleetwood	Fleetwood Hydro	0.06	0.08	Deficient

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	Peak Hour Demand, mgd	Status
Addison Creek	Main	Addison Creek	0.16	0.14	OK
Bay Laurel (2020)	Hunters	Bay Laurel	0.13	0.13	OK
Blacksmith Run	Eastside	Blacksmith Run	0.08	0.15	Deficient
Brightwater	Main	Brightwater	0.09	ABANDON	
Brookside (2040)	Main	Brookside	0.37	0.37	OK
Burge Mountain (2040)	Brookside	Burge Mountain	0.32	0.32	OK
Carriage Park Lane	Carriage Park Main	Carriage Park Lane	0.13	ABANDON	
Carriage Park-Grapevine	Carriage Park Lane	Carriage Park-Grapevine	0.70	ABANDON	
Champion Hills-Haden Dr.	Champion Hills-Willow Rd	Champion Hills-Haden Dr.	0.13	0.089	OK
Champion Hills-Indian Cave	Champion Hills-Willow Rd	Champion Hills-Indian Cave	0.06	0.122	Deficient
Crab Creek BPS (2040)	Crab Creek	Crab Creek BPS	0.144	0.14	OK
Cummings Cove	New Cummings Cove	Cummings Cove	0.08	0.374	Deficient
Davis Mountain (2040)	Red Top	Davis Mountain	0.33	0.33	OK
Dellwood	Main	Dellwood	0.26	0.144	OK
Dunroy Hydro	Dunroy	Dunroy Hydro	0.06	0.059	OK
Enchanted Forest	Main	Enchanted Forest	0.02	ABANDON	
Evans Rd (2040)	Red Top	Evans	0.17	0.17	OK
Golf Mountain Estates	Main	Golf Mountain Estates	0.02	ABANDON	
Grand Highlands No. 4	Grand Highlands No.3	Grand Highlands No. 4	0.13	0.058	OK
Hawthorne Hills	Main	Hawthorne Hills	0.19	ABANDON	
Hearth Stone	Main	Hearth Stone	0.08	0.091	Deficient

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	Peak Hour Demand, mgd	Status
Highlander Woods	Eastside	Highlander Woods	0.16	0.271	Deficient
Holiday Dr (2040)	Crab Creek	Holiday Dr	0.14	0.14	OK
Hunters Crossing - Surrey Lane	Main	Hunters Crossing - Surrey Lane	0.08	ABANDON	
Hunters Crossing – Hunters Lane	Hunters Crossing-Surrey Lane	Hunters Crossing – Hunters Lane	0.06	ABANDON	
Hunters Glen	Main	Hunters Glen	0.17	0.22	Deficient
Hutch Mountain (2040)	Fletcher	Hutch Mountain	0.20	0.20	OK
Indian Hills	Main	Indian Hills	0.08	0.09	Deficient
Kanuga Ridge (2040)	Evans	Kanuga Ridge	0.13	0.13	OK
Kenmure-Poplar Loop	Kenmure-Railpen Gap	Kenmure-Poplar Loop	0.08	0.08	OK
Long John	Main	Long John	0.23	ABANDON	
Mailey Dr (2025)	Main	Mailey	0.32	0.32	OK
Middleton Place	Main	Middleton Place	0.04	ABANDON	
Mountain Valley	Main	Mountain Valley	0.08	0.170	Deficient
Mountain Vista	Main	Mountain Vista	0.22	0.086	OK
Old Distillery (2040)	Crail Farm	Old Distillery	0.12	0.12	OK
Old Timey (2040)	Hutch Mountain	Old Timey	0.06	0.06	OK
Overlook Terrace	Main	Overlook Terrace	0.13	ABANDON	
Park Knolls	Main	Park Knolls	0.03	ABANDON	
Rugby Hollow	Main	Rugby Hollow	0.03	0.06	Deficient
Stonebridge	Main	Stonebridge	0.04	0.088	Deficient
Sugarloaf School	Eastside	Sugarloaf School	0.10	ABANDON	

Location	Inlet Zone	Outlet Zone	Firm Pumping Capacity, mgd	Peak Hour Demand, mgd	Status
Sweetwater Hills	Main	Sweetwater Hills	0.05	0.08	Deficient
Tall Pines (2020)	Main	Tall Pines	0.13	0.13	OK
Tennerriffee	Main	Tennerriffee	0.04	0.062	Deficient
Trenholm	Main	Trenholm	0.33	ABANDON	
Twelfth Fairway	Main	Twelfth Fairway	0.07	0.062	OK
Laurel Park	Main	Hebron	0.24	ABANDON	

7. Recommended Improvements

7.1 Background

The calibrated model was used to simulate projected demands in the study area to the year 2040. Predicted results were compared with design criteria to identify areas where improvements are needed. After discussions with city staff, we used the following design criteria to judge system performance:

- Minimum Pressure- 20 psi for fire flows; 40 psi for peak hour as a goal, 30 psi to meet PWS Rules
- Maximum Pressure- 150 psi
- Maximum Velocities- 5 fps during peak hour
- Pump stations supplying pressure zones with floating storage tanks should have firm capacity exceeding maximum day demand
- Pump stations with variable speed pumps supplying pressure zones without floating storage must have firm capacity exceeding peak hour demand and comply with NC Rules Governing Public Water Supply Systems (section 0.0801 & 0.0802)
- Storage in each pressure zone should supply the difference between peak hour and maximum day demand with a reserve for fire supply
- The minimum fire flow in any pressure zone is 500 gpm with a goal of 1,000 gpm, where possible. For industrial areas, the goal was 2,500 to 3,000 gpm.

Initial modeling identified problem areas by simulating future demands with the existing pipe system and new 8-inch water mains to serve growth areas. This simulation showed major pressure problems, as shown in Figure 13. Improvement alternatives were tested in subsequent simulations.

In choosing between viable alternatives, consideration was given to hydraulic performance, capital cost, and input from city staff. Most of the recommended water mains are 8-inch pipes to provide fire flows; however, 12-inch pipes were recommended to supply higher fire flows for industries. We recommend 6-inch pipes when connecting to existing 6-inch pipes.

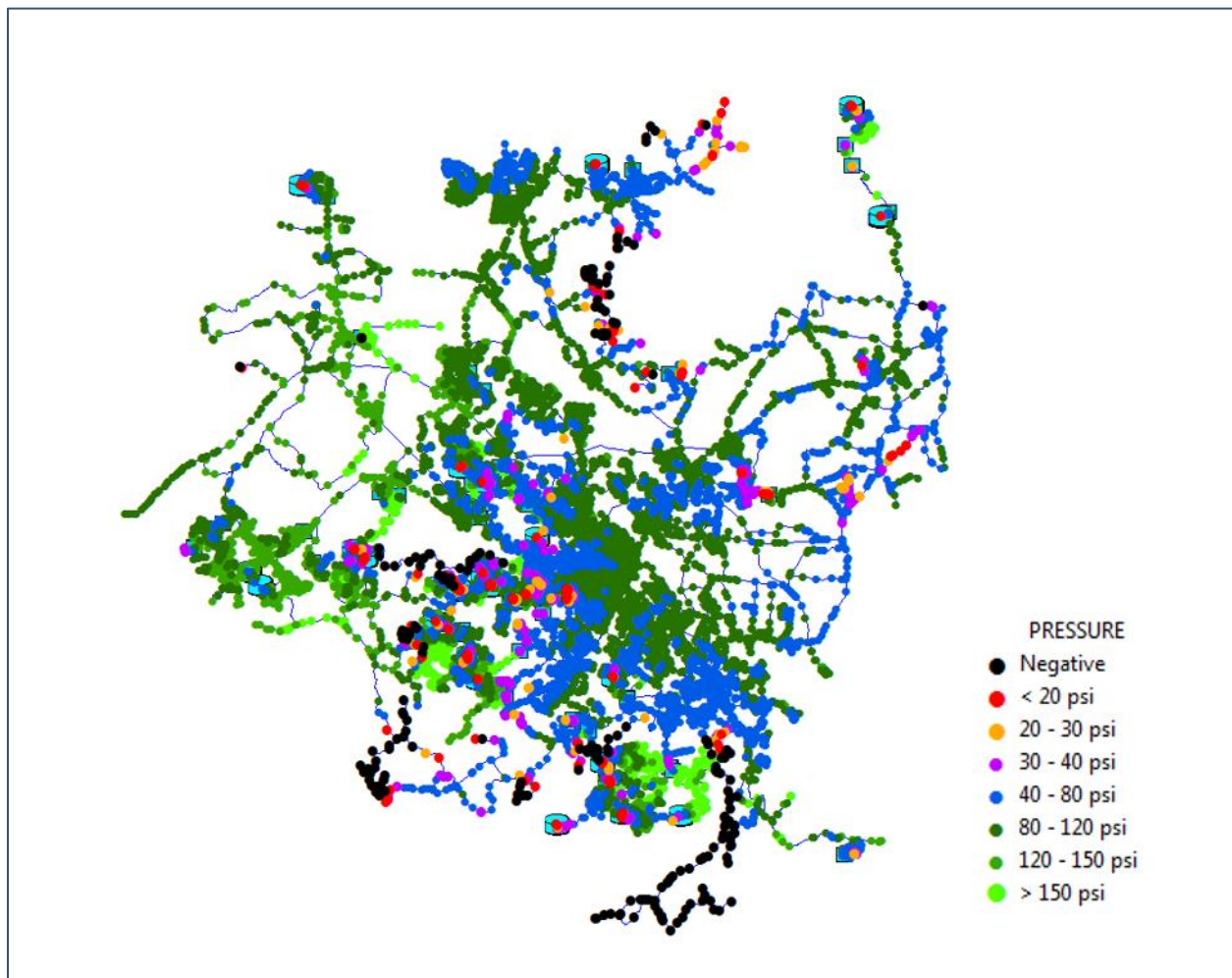


Figure 13: Predicted Pressures Supplying 2040 MDD Demand with Existing System

Given the expansive growth of the system, a major portion of the study focused on defining future pressure zones to meet design criteria. Fire flow issues were also addressed.

The city's capital improvement plans for 2016 to 2021 were incorporated in the recommended improvements as much as possible. Consideration was also given to planned NC DOT projects, especially the Balfour Parkway.

The Henderson County Department of Public Health requested consideration of summer camps when routing improvements so that city water could be provided. Community plans for Dana, Edneyville, Etowah and Horse Shoe, Green River-Tuxedo-Zirconia were also reviewed.

7.2 Model Results with Proposed Improvements

The proposed improvements address not only low pressures and fire flows but also supply future growth. Figure 14 shows predicted pressures for 2040 at peak hour demand. The figure identifies areas where pressures exceed 150 psi and future piping must be designed accordingly.

Pressure below 30 psi occurred at intermediate high elevations within the Main Zone, near storage tanks where customers are not served, and at high elevations on the edges of Fletcher Zone. Addressing pressures issues within the Town of Laurel Park was not part of this study.

Table 12 compares current, 2020 and 2040 available fire flows. Proposed improvements decrease the number of hydrants with available flows less than 1500 gpm and increase hydrants with flows greater than 1500 gpm. Figure 15 maps predicted fire flows for 2040 using the ISO color scheme.

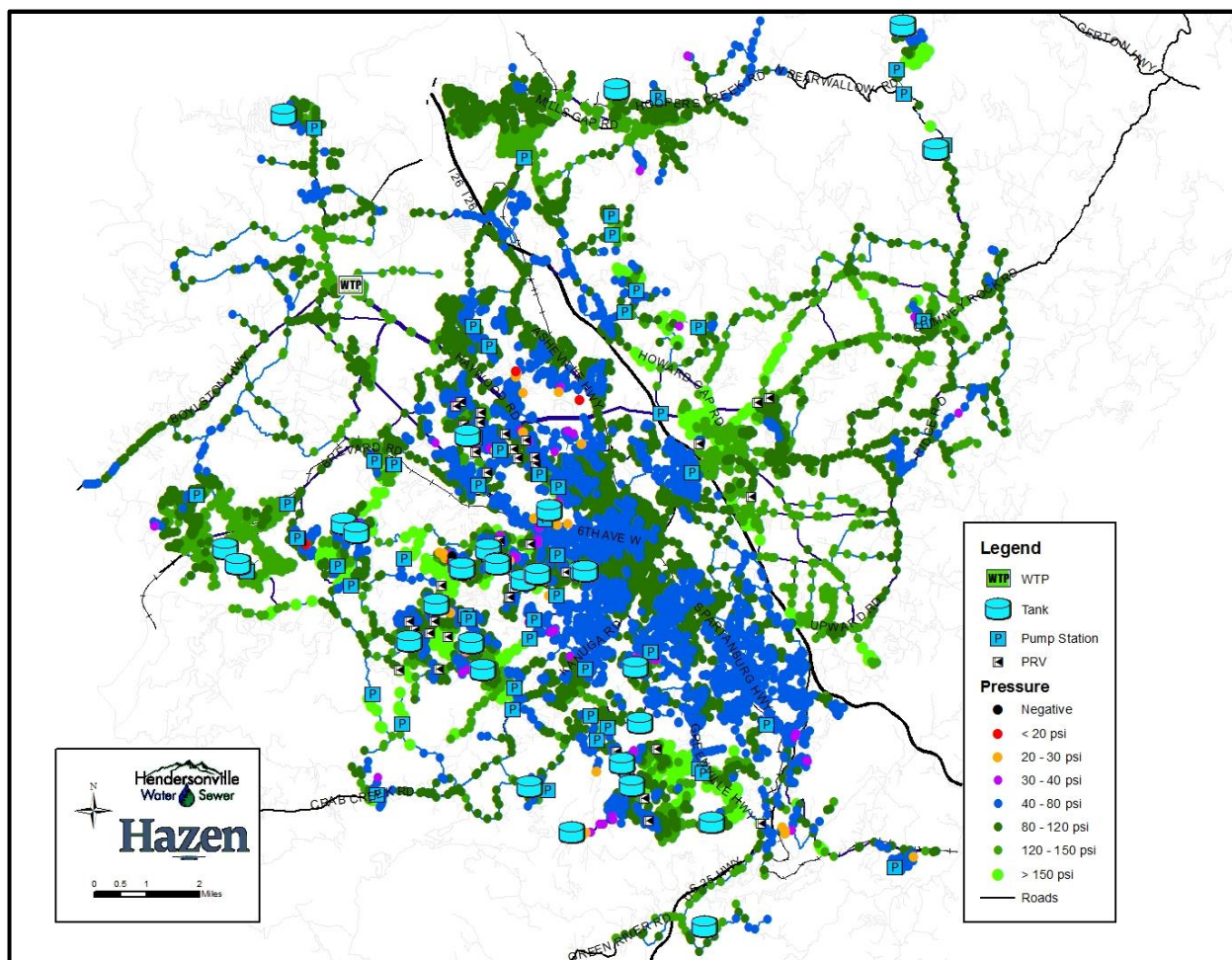


Figure 14: 2040 Peak Hour Pressures with Proposed Improvements

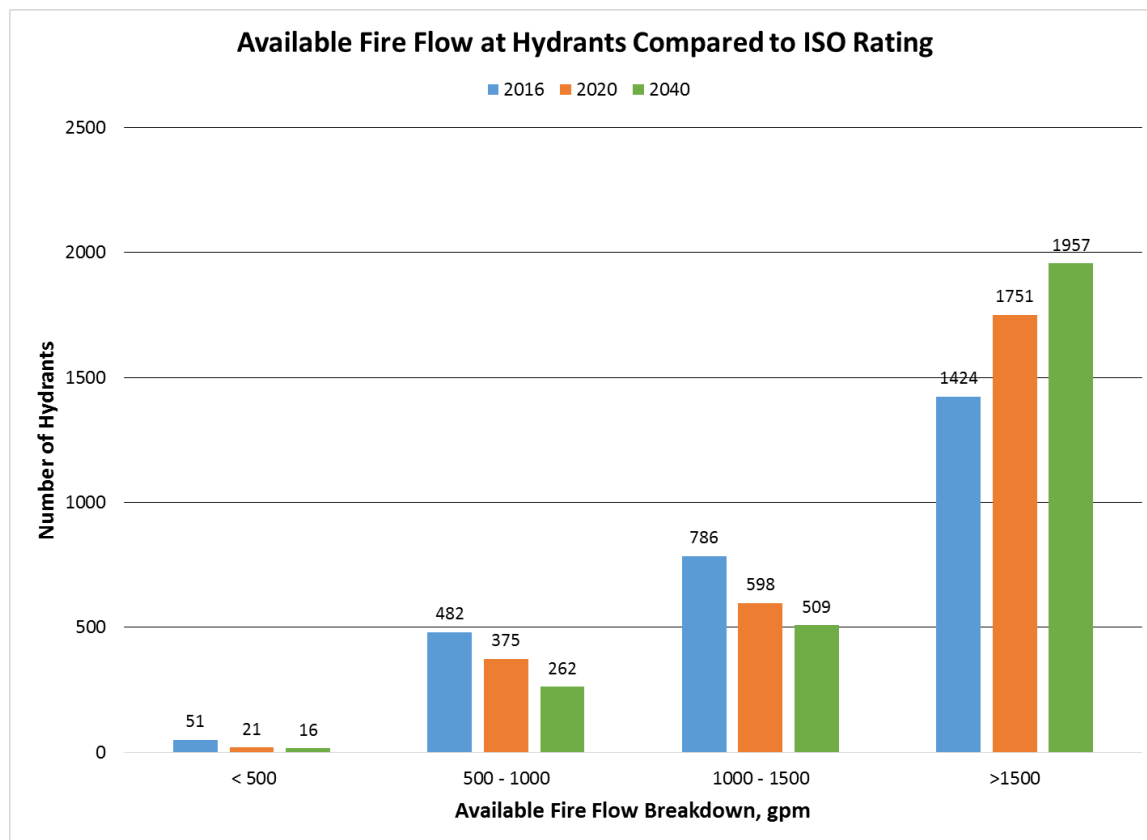


Table 12: Available Fire Flows with Proposed Improvements

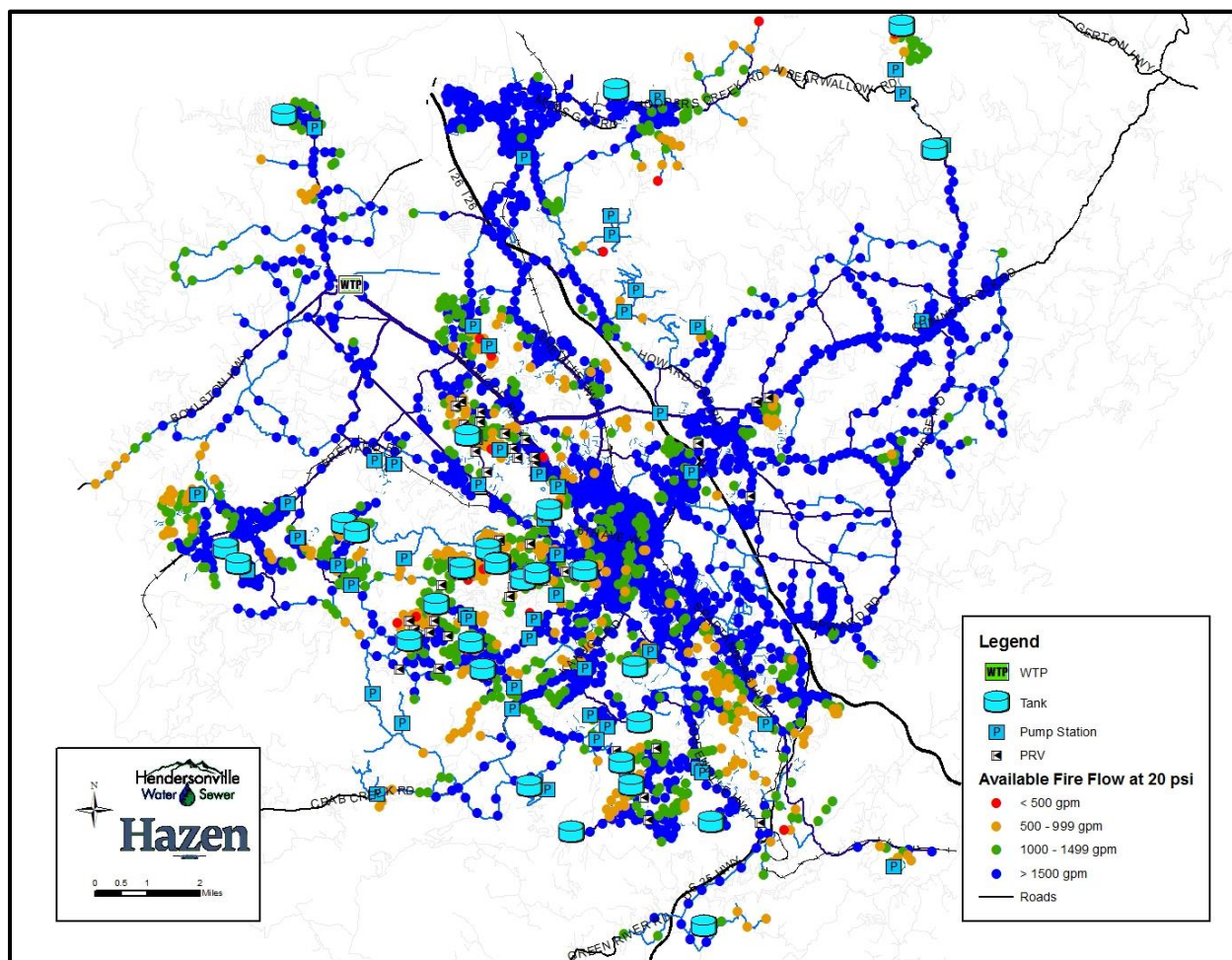


Figure 15: Map for 2040 with Proposed Improvements for Fire Flow

7.3 Transmission Main Capacity at the Water Treatment Plant

The water plant capacity was evaluated by comparing treatment and finished water pumping capacity to maximum day demand projections. The current treatment and pumping capacity is 12 mgd. Maximum day demand will exceed 12 mgd by 2020, as show in Figure 16. The city is currently making plans to upgrade treatment capacity to 15 mgd and increase firm pumping capacity to 18 mgd. We recommend expanding treatment capacity to 18 mgd by 2030 and to 21 mgd by 2040. Firm pump capacity of 18 mgd will be sufficient until 2030, when we propose replacing one of the 5 mgd pumps with a new 8 mgd pump.

The model showed that to convey 2040 maximum day demand, additional transmission main capacity will be needed leaving the water plant. We recommend replacing the existing 24-inch transmission main

leaving the WTP with a new 36-inch pipe from WTP to NC 191. This pipe replacement will coincide with the NC DOT improvements planned in 2025 and 2030.

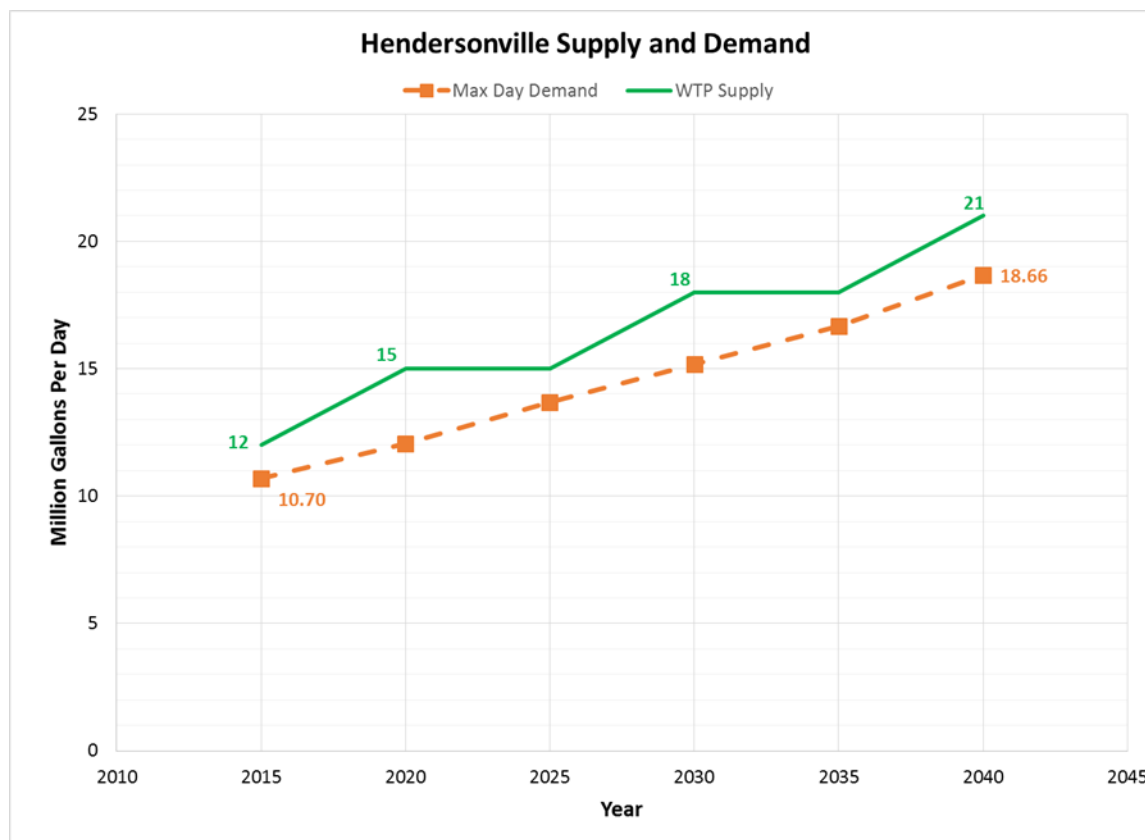


Figure 16: Hendersonville Supply and Demand

7.4 Improvements by Pressure Zone

Main Pressure Zone

Figure 17, Figure 18 and Figure 19, and Figure 20 shows the proposed improvements in the Main Zone. The improvements are color coded by installation year: red for 2020, orange for 2025, green for 2030, purple for 2035, pink for 2040. Each group of improvements are labeled in the format as ZZZ-NNN where ZZZ is the “zone” name and NNN is the group number.

Most of these improvements are to extend service to new areas and the details (size, length, location and cost) are described in Appendix A.

Major improvements are described below.

Balfour Parkway

NC DOT is planning a new connector, Balfour Parkway, from NC 191 to US 64 on the north side of Hendersonville. The project is currently in the planning stages and the purchase of property right of ways is scheduled to begin in 2022.

Modeling showed that a water main along this route is very beneficial to supply new demands in Fletcher and the Eastside Pressure Zone. We recommend installing a new 24-inch water main along Balfour Parkway from NC 191 to Asheville Hwy (BF-1). This 24-inch pipe will be supply three 16-inch pipes that carry water north, south and east. The 24-inch pipe will reduce headloss between the WTP and Fletcher by approximately 30 ft. The water main along Balfour Parkway should continue eastward as a 16-inch pipe to Interstate 26 where it supply the proposed Balfour Parkway Pump Station (BF-2) and the Eastside Pressure Zone.

Town of Mills River

The main zone is also expected to expand into the Town of Mills River. The suggested phasing is shown in Figure 20. To provide adequate fire flow down Boylston Hwy in the future a 12-inch pipe is recommended from Clement Dr and Boyston Hwy down to Gash Rd and Boyston Hwy. A 16-inch pipe is recommended on Landson Rd and Banner Farm Rd, modeling showed that this main wanted to carry more flow then the current City’s CIP-Rugby main. The 16-inch pipe reduces headloss between the two main transmission mains and provides a second feed to the Etowah Zone. We recommended reducing the city’s CIP-Rugby 16-inch pipe to a 12-inch pipe.

Fire Flow Improvements

Table 13 lists the fire flow improvements in the Main Zone.

Table 13: Main Zone Fire Flow Improvements

M1-3: 6" pipe	M1-5: 12" pipe	M1-6: 8" pipe,	M1-7: 16" pipe
M1-8: 16" pipe	M1-9: 8" pipe	M1-10: 8" pipe	M2-2: 6" pipe
M2-4: 6" pipe	M2-5: 6" pipe	M2-6: 8" pipe	M2-7: 8" pipe
M2-10: 8" pipe	M2-13: 12" pipe	M2-14: 8" pipe	M2-15: 8" pipe
M2-16: 8" pipe	M2-17: 6" pipe		

Improvements to Supply Future Growth

CIP M2-13 includes a portion of the city's current CIP named N. Highland Lake Rd Interconnection. The remaining portion had no hydraulic benefits.

CIP M2-12a includes a portion of the city's current CIP named Rutledge Rd Water System Improvements. The remaining portion was no longer required because of the recommendation to the Dunroy Zone described in a later section.

In the main zone two small areas Tall Pines and Marley Dr had low pressures. We recommend a 90 gpm pump station with TDH of 20 ft to maintain a discharge HGL of 2380 ft for Tall Pines (Figure 18) and a 220 gpm pump station with a TDH of 180 ft to maintain a discharge HGL of 2550 ft for Marley Dr (Figure 19).

There are many current city's CIP projects within the Main zone that were included in the CIP year 2020 and are included in Appendix A and shown in the following figures.



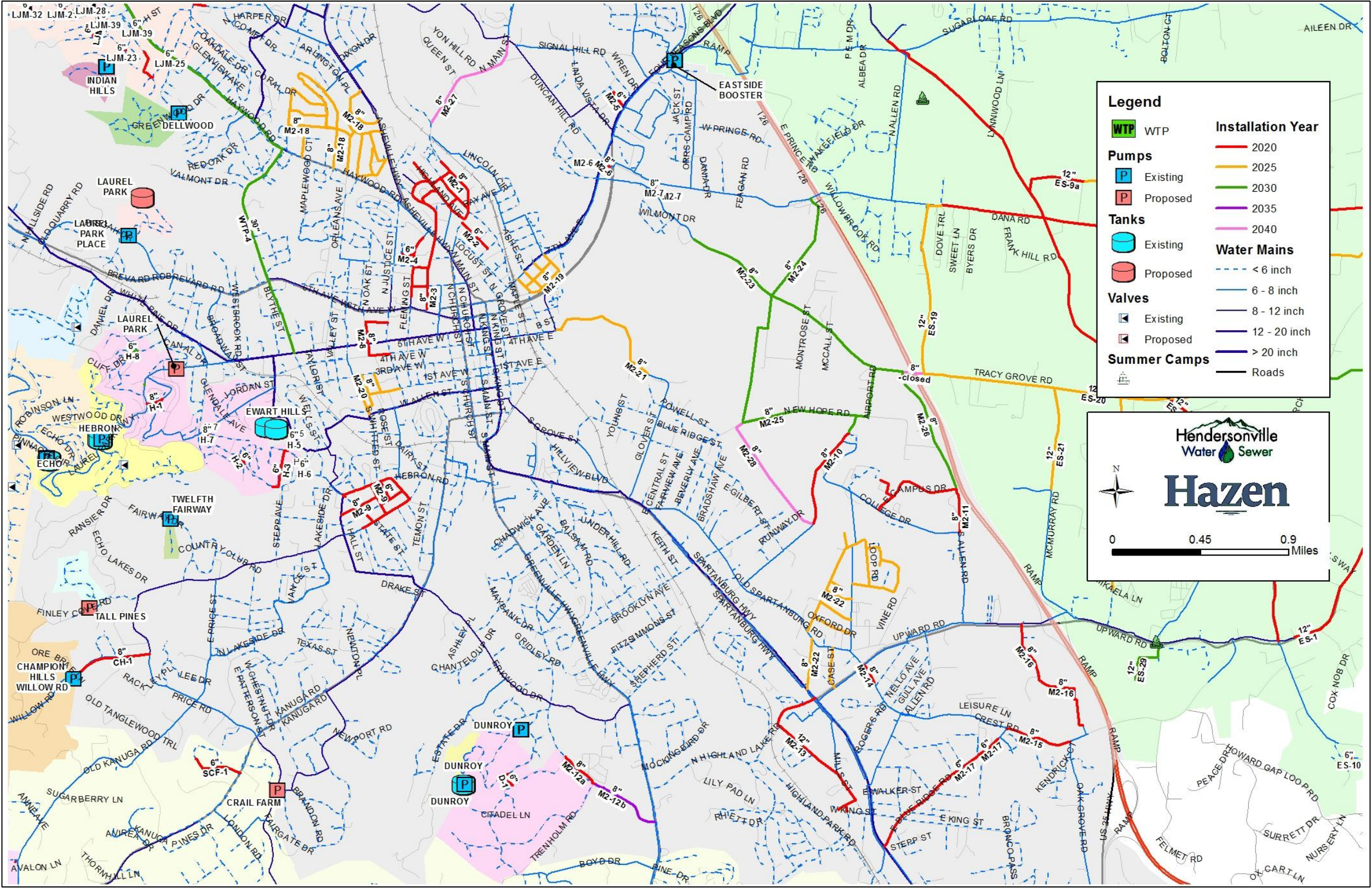


Figure 18: Recommendation for Main Zone Area 2

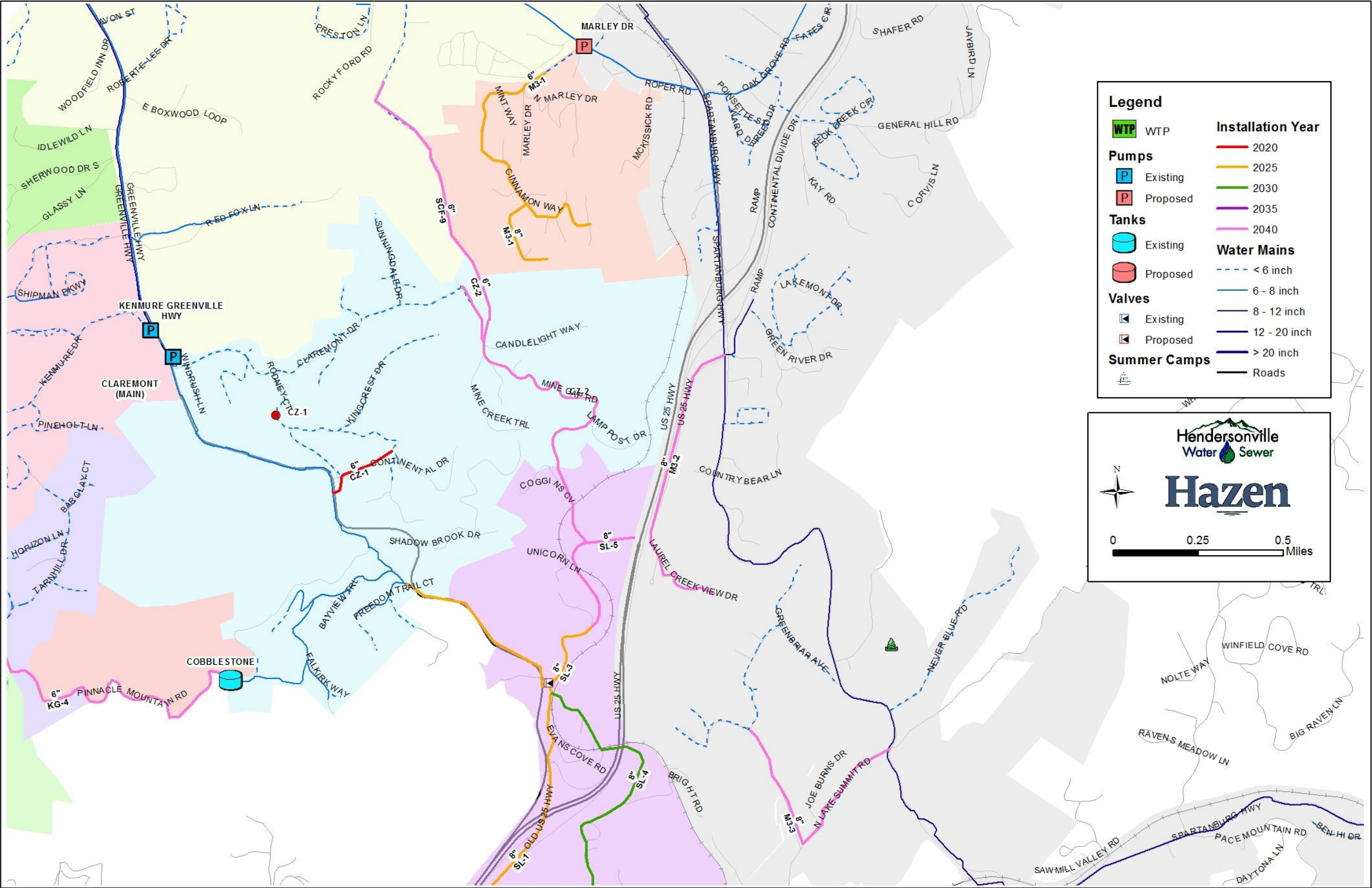


Figure 19: Recommendation for Main Zone Area 3

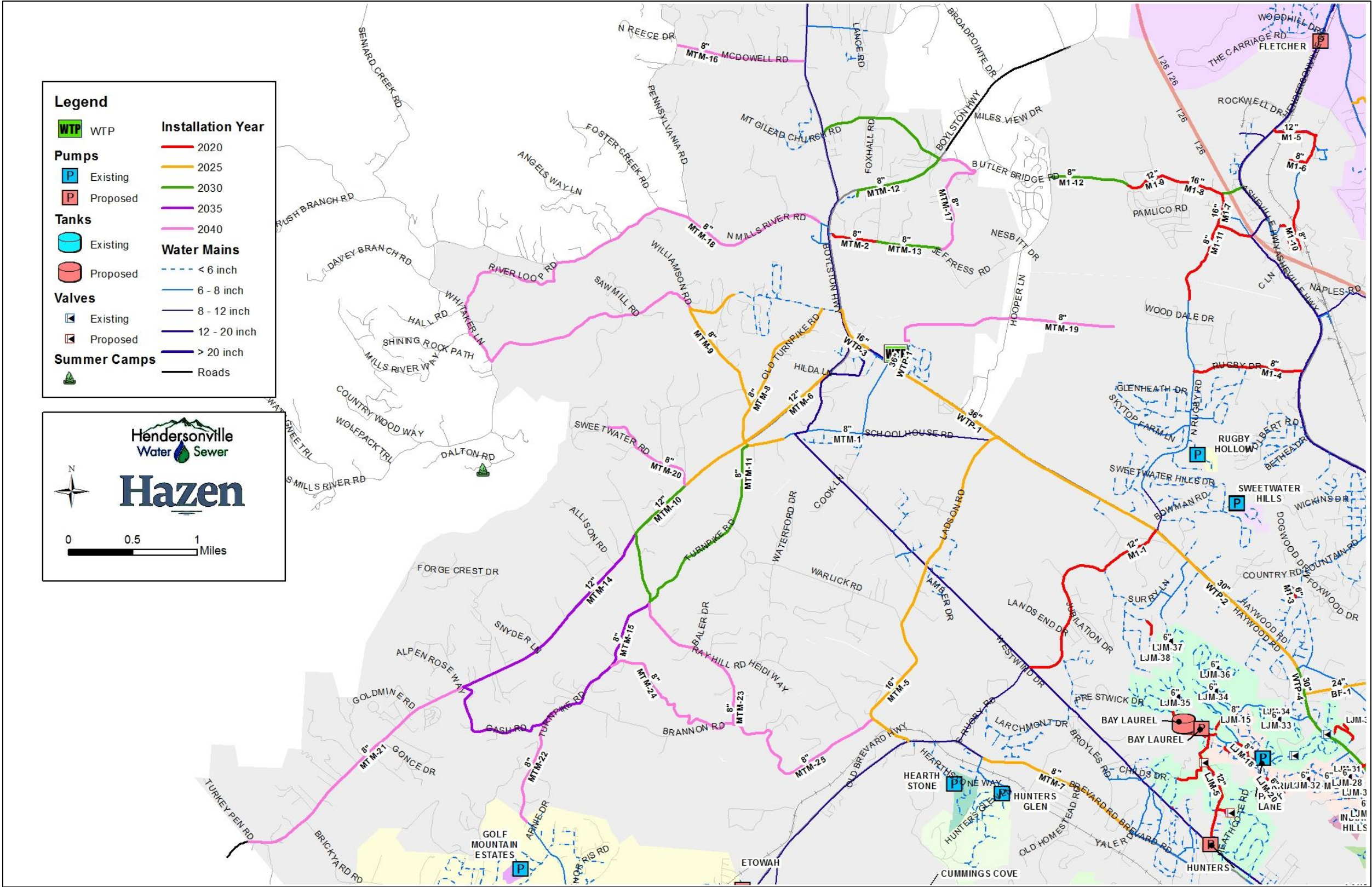


Figure 20: Recommendation for Main Zone Town Mills River

Long John Mountain Pressure Zone

The city's CIP plan for 2018-2019 includes Long John Mountain water main interconnections, pump station and tank. The goal of this project is to connect the valley along NC 191 with the valley along US 64 and in the process eliminate several existing pump stations. After modeling several alternatives and discussing with city staff, the recommended improvements are shown in Figure 21. The figure shows tanks and pumps to be abandoned in yellow. We recommend abandoning eight existing pump stations and two storage tanks.

The new pump station (LJM-1: Hunters BPS) located at Hunters Ln on an existing 16" transmission main should be designed for 250 gpm with a TDH of 370 ft to maintain discharge HGL of 2711 ft.

The new 0.16 MG storage tank (LJM-11) should be located near Bay Laurel with an overflow elevation of 2721 ft.

The new tank will improve existing low pressures.

Higher HGLs will be needed in the area currently served by the Carriage Park Grapevine PS (Pink shaded area). We recommend expanding this area slightly and moving the pump station, (LJM-10-renamed to Bay Laurel Pump Station).

To maintain pressures within the range customers currently experience, a series of PRVs will be required, as shown in the figure.

Carriage Park Pump Station will still be utilized, but dedicated suction piping (LJM-18) will be needed to supply a larger service area. (Purple shaded area). Maximum day demand in this area is 104 gpm. The pump curve for this pump station is not available, so we recommend testing the existing pumps to ensure they will perform properly after pressure and flow requirements have changed.

We recommend several check valves to improve fire protection, as shown in Figure 21. Several of these check valves allow flow into the Long John Mountain Zone from the main zone in the event of a fire.

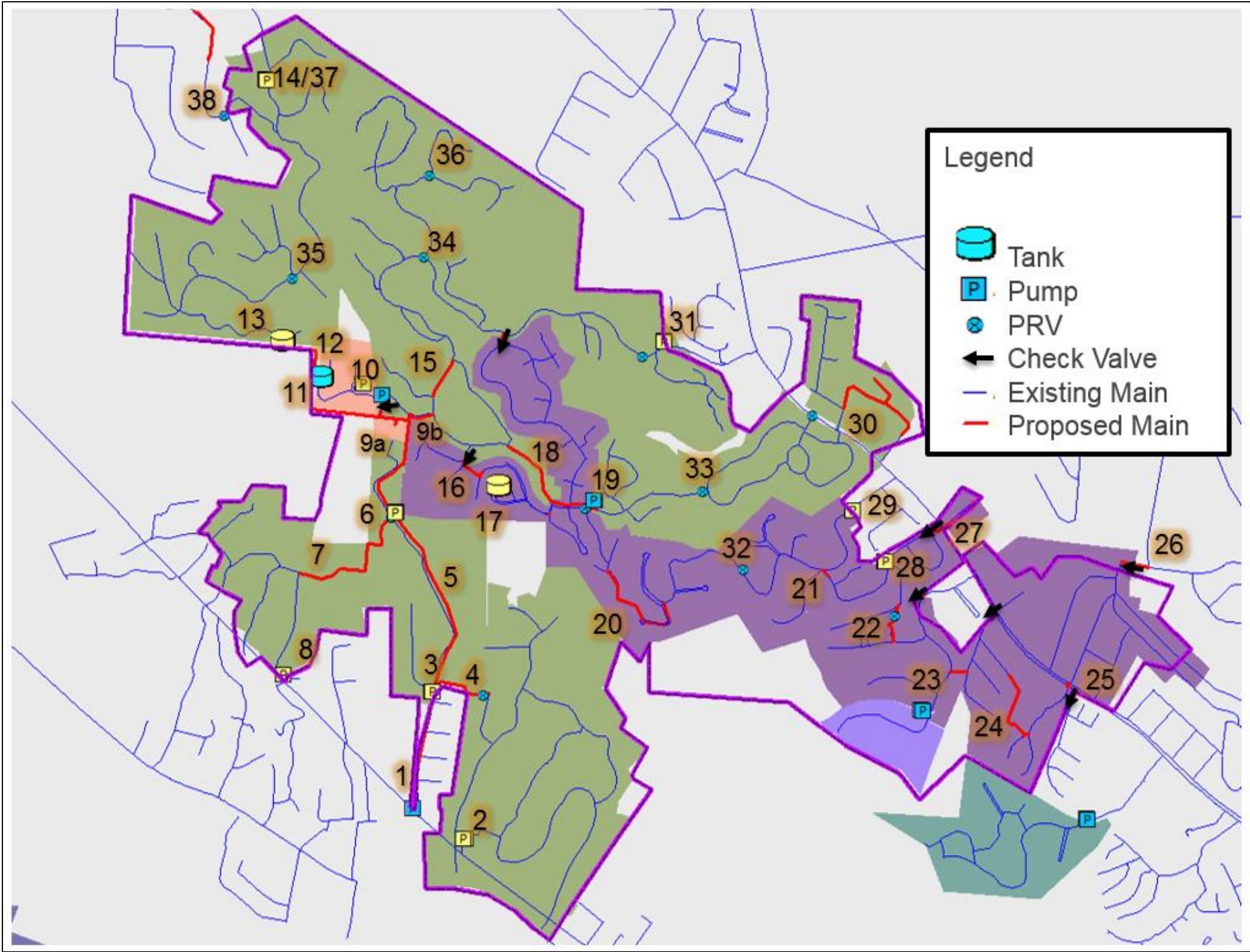


Figure 21: Recommended Improvements for Long John Mountain

Town of Laurel Park- Hebron Zone

Improvements in the Town of Laurel Park – Hebron Zone area address low pressures and provide for growth. A two phase approach is recommended. Phase 1 address low pressures west of Ewart Hills Reservoirs. Phase 2 will address low pressures upstream of Town of Laurel Park pump station.

The first recommendations shifts city customers west of Ewart Hills reservoirs into the Town of Laurel Park's Hebron pressure zone. The new zone boundary shown as a dashed gray line in **Figure 22**, includes several closed valves and check valves. The new pipes required to implement this project are:

- H-1: 8-inch pipe on Woodbyne Ave will connect the Hebron Zone to the expanded area
- H-7: 8-inch pipe on Davis Mountain Rd allows for the abandonment of Overlook Terr PS
- H-2, H-3 & H-4 are 6-inch pipes that improve fire flow
- H-5 & H-6 are check valves from Main zone into Hebron Zone.

The second phase of improvements further expands Laurel Park's Hebron pressure zone by moving Laurel Park BPS eastward. The new boundary is shaded light pink in **Figure 22**. The new pipes required for this shift are:

- CIP H-8: 6-inch pipe on David Mountain Rd
- The reopen closed valve on Woodbyne Ave (directly north of H-1 on **Figure 22**)

The 2040 maximum day demand that would be supplied by the relocated Laurel Park PS is approximately 350 gpm at a TDH of 175 ft. We currently only know the design point for Laurel Park PS which is 380 gpm at 163 ft TDH. The model indicates that the existing pump can meet the future demand.

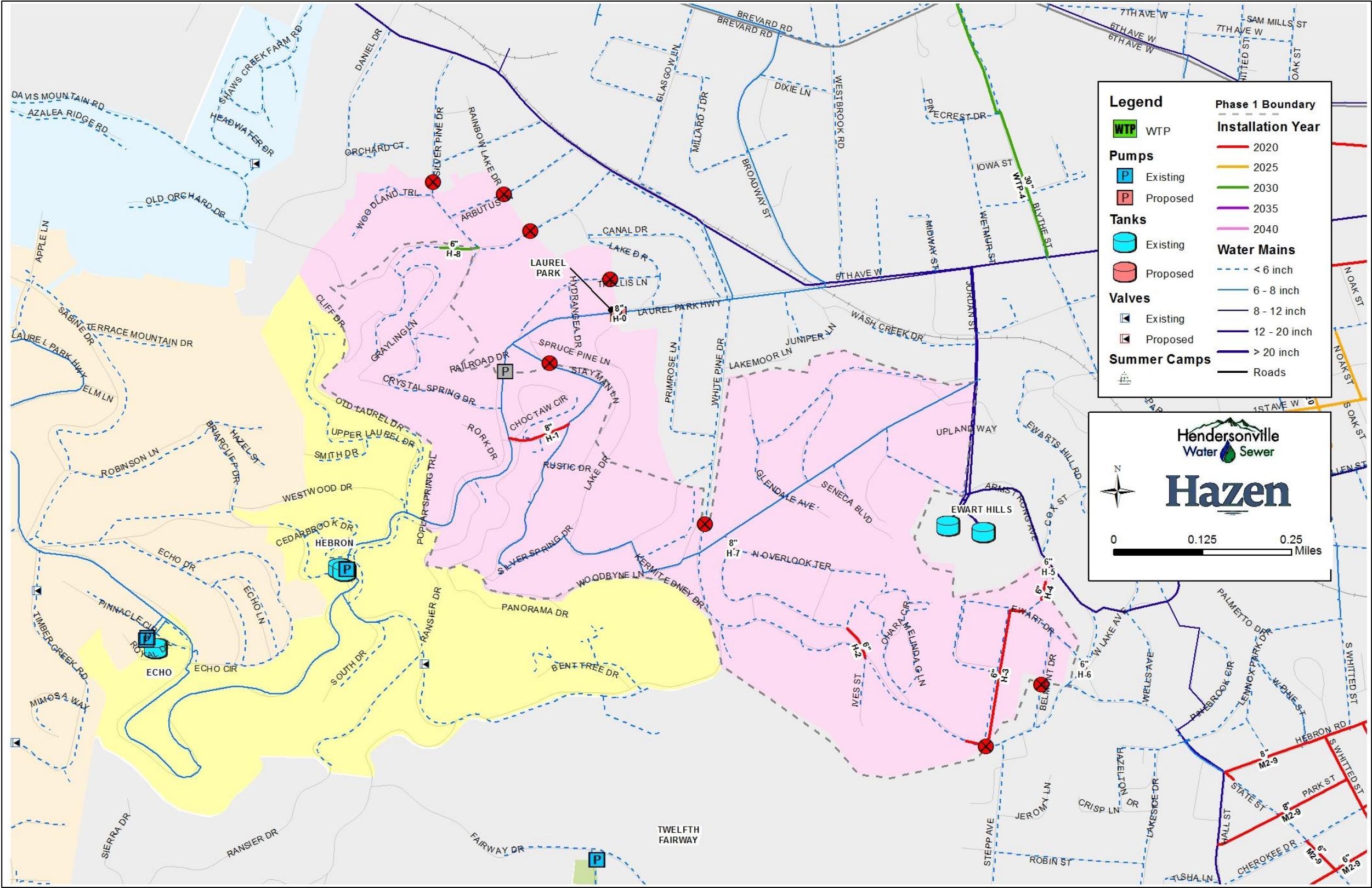


Figure 22: Recommended Improvements for Town of Laurel Park – Hebron Pressure Zone

Eastside Pressure Zone

By 2040 significant growth in Eastside Pressure Zone will increase maximum day demand to 3.71 mgd. The existing Eastside BPS has firm capacity of 2 mgd and cannot meet the future demand. We recommended installing a new pump station supplied by the Balfour transmission main. The new Balfour BPS should be the same size as Eastside BPS. Most of the future water mains in Eastside Pressure Zone are already included in the city's existing CIP. These pipes serve potential industrial development growth areas. Recommended improvements are shown in **Figure 23**.

The city's Eastside Phase 2 CIP Project includes a 16-inch water main in Laycock, Ridge and Upward roads. However, the model shows that a 12-inch pipe (ES-1) can provide available fire flows greater than 2,700 gpm.

Figure 23 shows many other improvements to supply new development in the Eastside Pressure Zone. The colors in the figure indicate proposed phasing, but the pipes should be installed as development occurs.

Sugarloaf School PS can be abandoned once the north section of the Eastside Phase 2 Project (ES-1) comes online. The N Allen Rd PRV can be abandoned once the city's Dana Rd CIP project (ES-3) comes online.

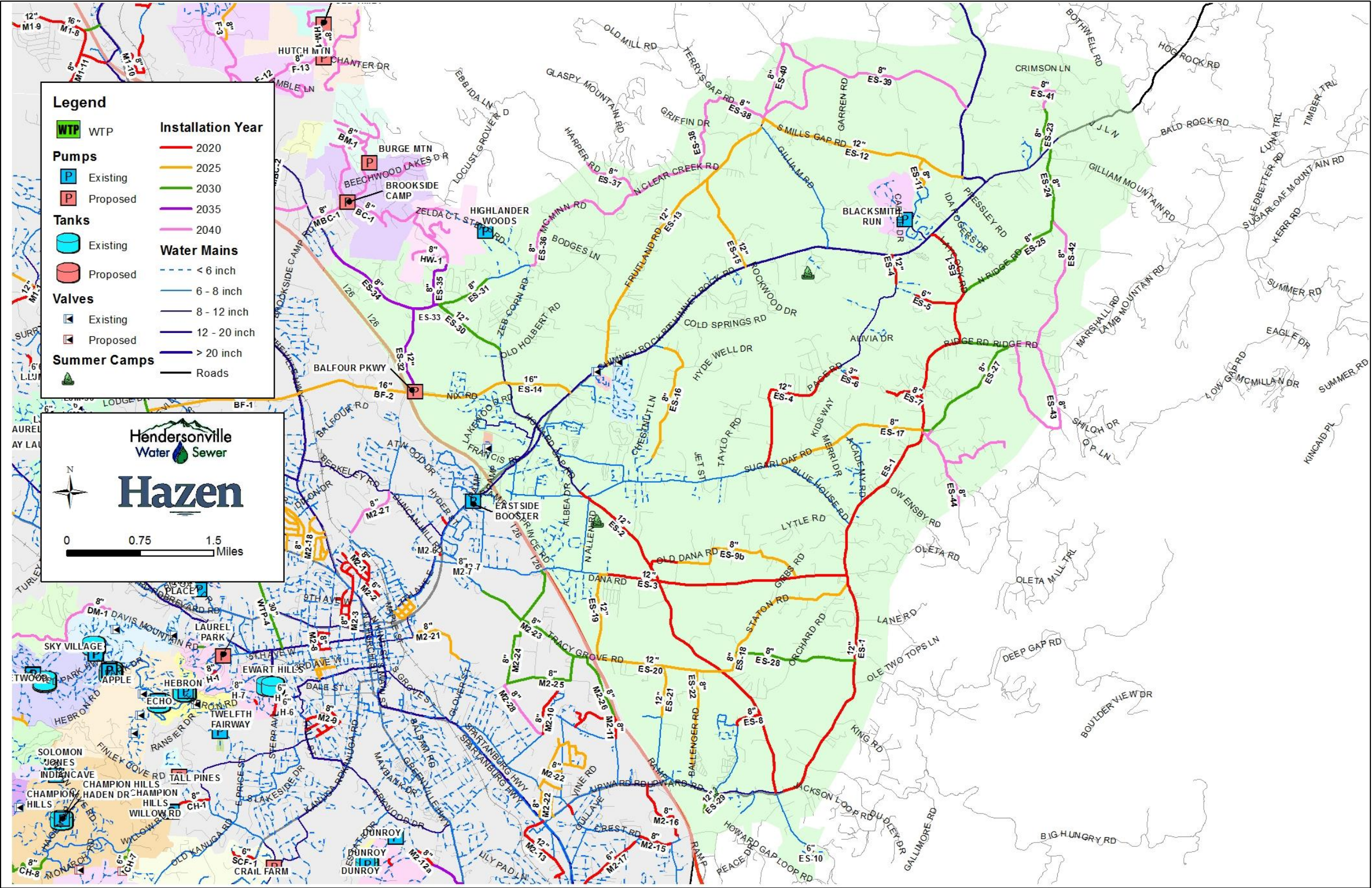


Figure 23: Proposed Improvements to Eastside

Fletcher Pressure Zone

The Fletcher area is currently supplied from the Main Zone. However, the city has retained another consultant to study shifting this area into a new zone supplied by a proposed pump station and storage tank as shown in Figure 24. The pump station will be located on Hendersonville Rd near Woodhill Dr and the pumps will be designed point of 1750 gpm at 110 ft total dynamic head. The new 1.0 MG tank will be located near the existing tank but the overflow elevation will be higher at 2,420 ft.

There are several industrial areas in this area and therefore the proposed pipes were sized to provide fire flow of 2,500 gpm. We recommend a 6-inch pipe from Winding Ivy Ct along parcel lines to Stone Hollow Rd (F-1) to increase fire flows in the first phase of improvements.

Figure 24 shows several other improvements to supply growth areas. The colors in the figure indicate phasing but improvements should be installed as development occurs.

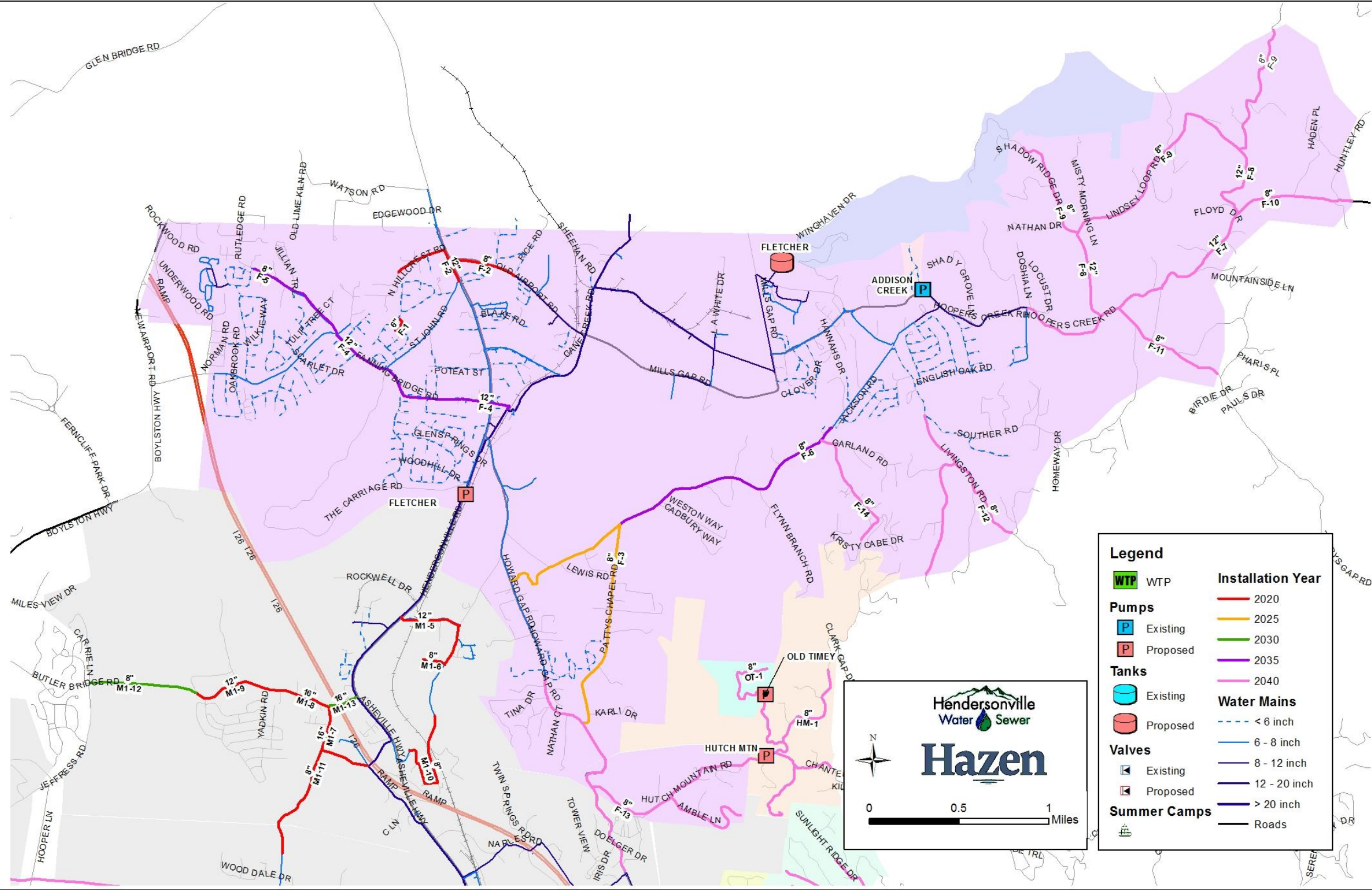


Figure 24: Recommendation for Fletcher

Etowah Pressure Zone

The Etowah area is currently served from the Main Pressure Zone. A new Etowah Pump Station, transmission main and new storage tank are currently under design and review by the city. The proposed BPS will be located at Morgan Rd and Epona Trace. The existing Etowah elevated tank will be abandoned and the new 0.5 MG tank with an overflow of 2440 ft will be constructed at the end of Oak Knoll Dr. These improvements are shown in Figure 25.

To provide adequate fire flow for potential commercial development at the end of Brevard Rd, we recommend a 12-inch water main along Brevard Rd from Sunset Hill Drive to Old Highway 64. We also recommend a new 8-inch pipe in Old Hwy 64 (E-2) to improve fire flows.

Park Knoll PS, Golf Mountain PS and Enchanted Forest PS can be abandoned.

Figure 25 also shows several other improvements to supply future development, with color coding to indicate phasing. Again, improvements should be installed as development occurs.

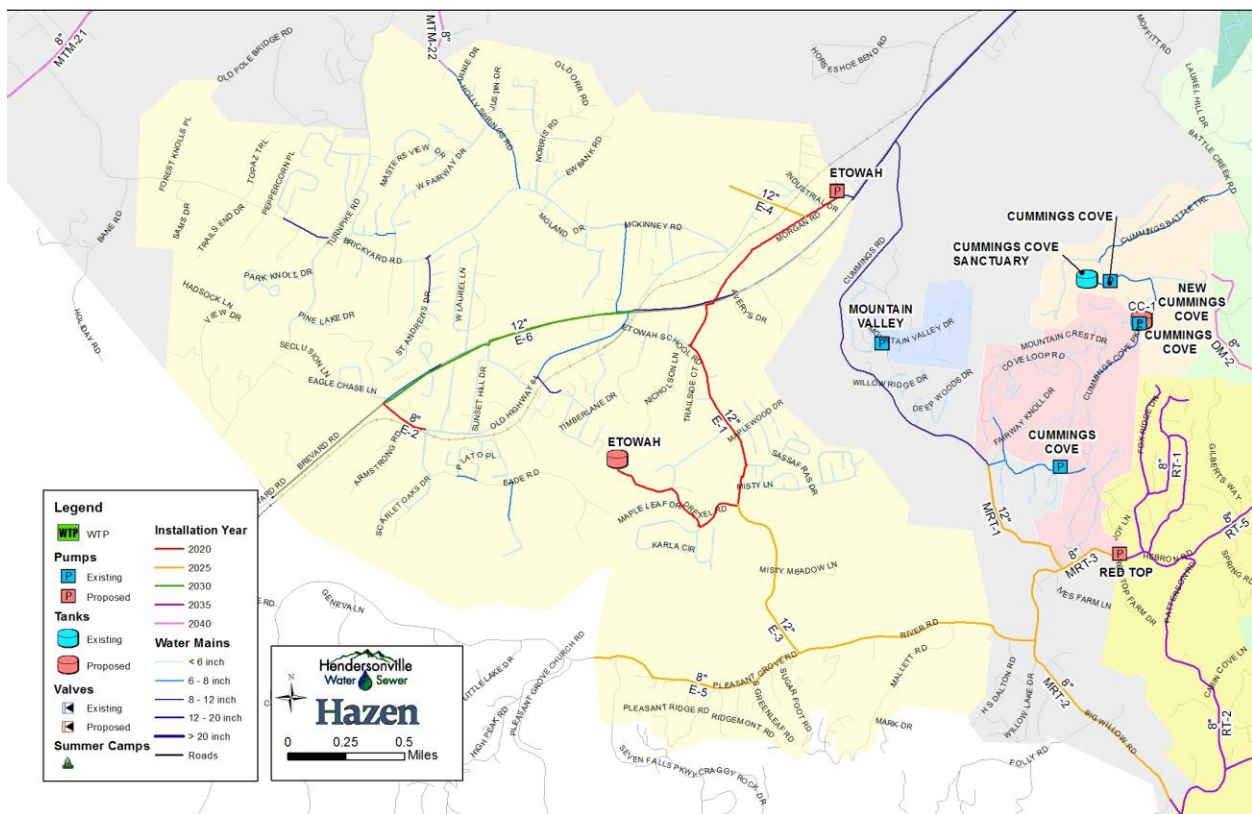


Figure 25: Recommendation for Etowah

Southside- Crail Farm Pressure Zone

The Crail Farm area is currently supplied from the Main Zone. The model shows several low pressure areas including the suction side of Kenmure Greenville Hwy BPS and Claremont BPS. We recommend creating a new Southside Pressure Zone supplied by a proposed pump station on the existing 12-inch pipe on Crail Farm Road. This pump station will supply Kenmure Greenville Hwy BPS and Claremont BPS as well as the proposed pump stations on Crab Creek Road and on Old Distillery Road. The proposed Crail Farm Pump Station should be designed for 2.0 mgd with a TDH of 132 feet for a discharge HGL of approximately 2420 feet. A 0.5 MG storage tank with an overflow of 2404 ft is proposed at the end of Glassy Mountain Dr., as shown in **Figure 26**.

To improve available fire flows, we recommend a 6-inch pipe on Jearl Ln (SF-1) and an 8-inch pipe on W Blue Rige Rd and Preston Ln (SCF-2).

We recommend merging Trenhom and Dunroy pressure zones by installing a 6-inch pipe from Kalimar Hts to Dunroy Dr (D-1) and abandoning Trenhom PS. This eliminates the need for part of the Rutledge Road project in the city's CIP. The Dunroy pump station and tank are adequate to meet the demand.

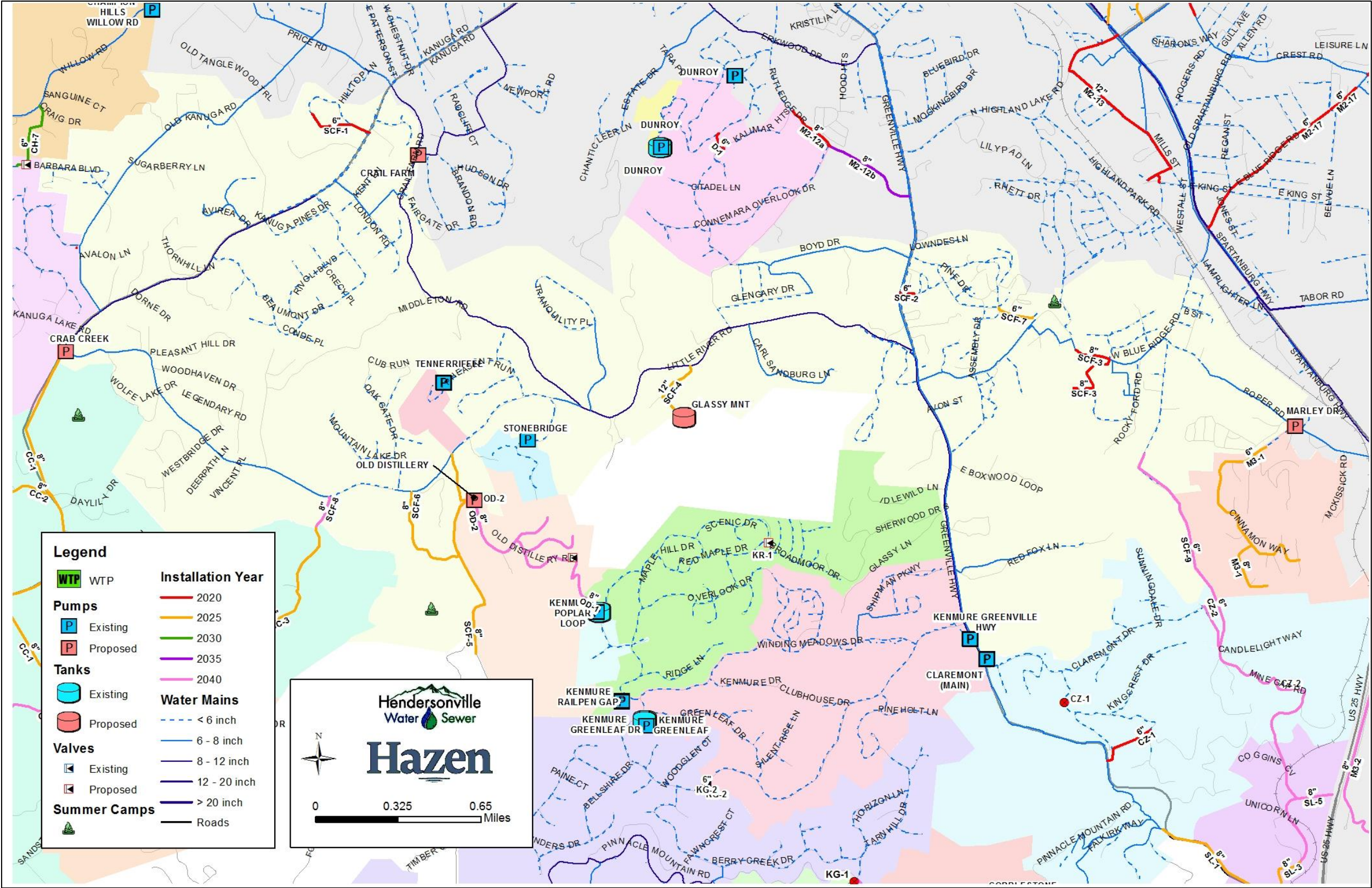
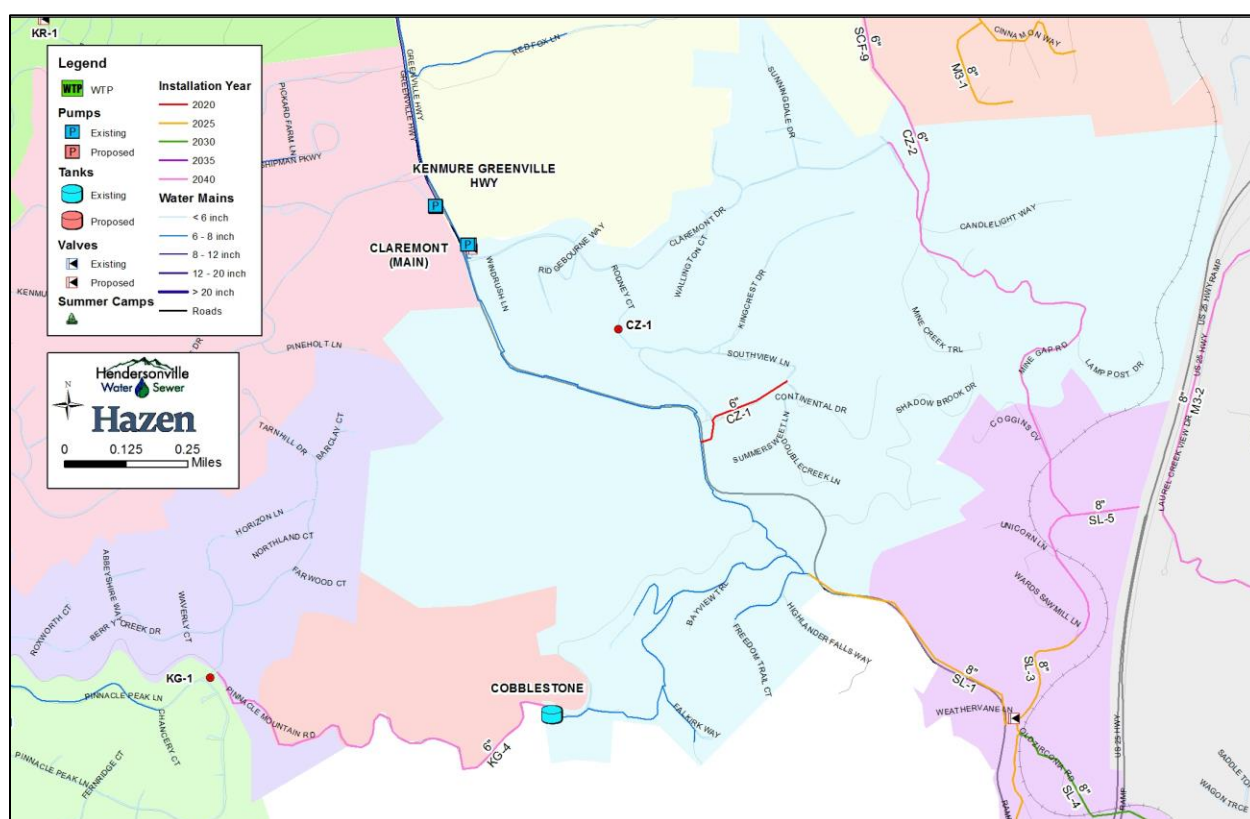


Figure 26: Recommendation for South Crail Farm

Claremont Pressure Zone

Currently the lower elevations in the Claremont area are supplied through a PRV on the discharge side of Claremont BPS. However, some of the customers this PRV supplies have low pressures. We recommend supplying these customers from the main Claremont zone by installing a new 6-inch water main (CZ-1) from Greenville Hwy along Continental Dr to Southview Ln and closing a valve between Claremont Dr and Kingcrest Dr.

Development along Mine Gap Rd can be supplied from existing water mains by replacing the existing 2-inch pipe at the end of Claremont Dr with a 6-inch pipe (CZ-2) and extending it to Mine Gap Rd to meet future growth. Figure 27 shows the proposed improvements.



Summit Landing Pressure Zone

We propose a new Summit Landing Pressure Zone to meet future demand in an area not currently served by the city. The zone would be supplied by the current Claremont Main Zone. The new zone will include a new 0.2 MG tank with an overflow elevation of 2350 ft. We propose a pressure reducing control valve that opens and closes in response to the water level in the new zone. The control valve will insure tank turnover. Figure 28 depicts several other improvements in the proposed Summit Landing Zone.

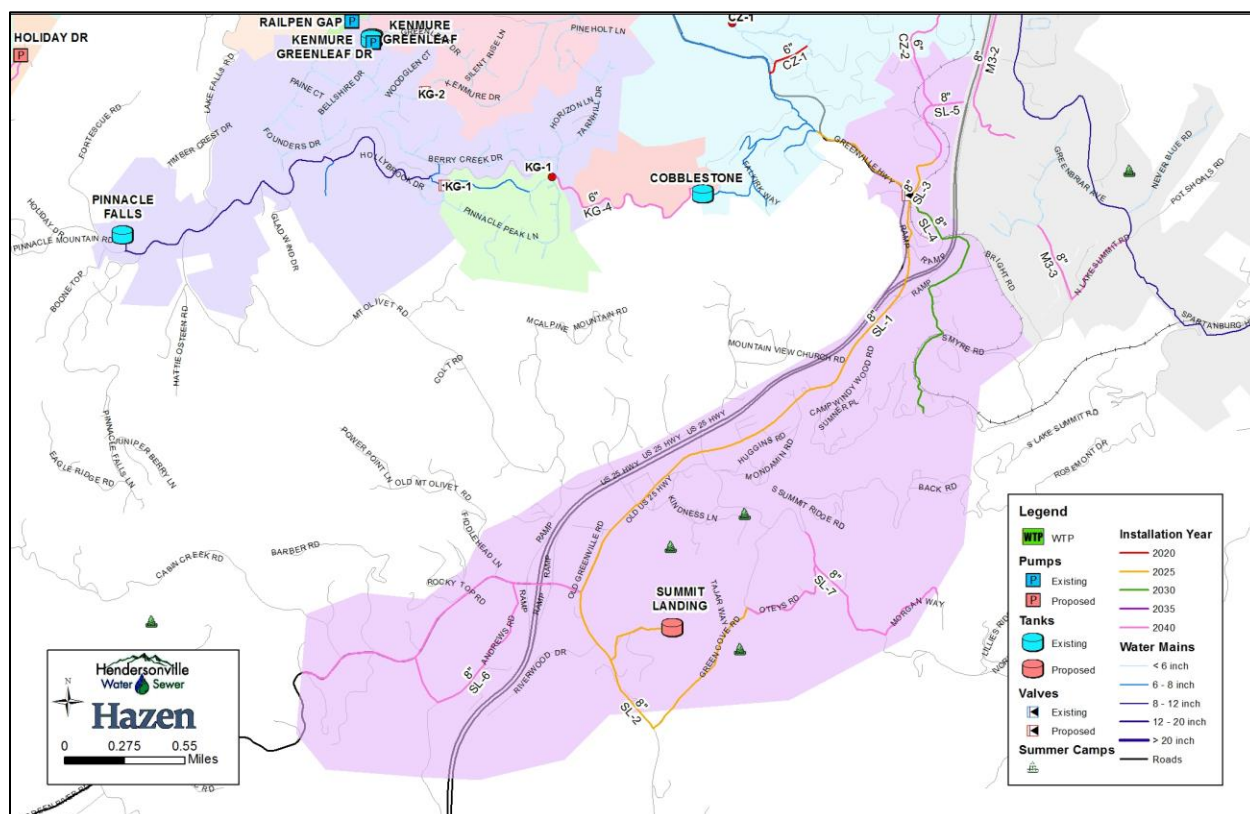


Figure 28: Recommendation for Summit Landing

Kenmure Greenleaf Pressure Zone

The model shows the existing Pinnacle Falls and Pinnacle Mountain tanks are incompatible and the storage analysis table indicates that Pinnacle Mountain tank is not needed. We recommend abandoning Pinnacle Mountain Tank, which will reduce water age and improve water quality in this zone.

A proposed pressure reducing valve will eliminate excessive (KG-1) pressures for customers along Pinnacle Peak Ln loop. A valve near Pinnacle Peak Ln near Pinnacle Mountain Rd must be closed to create this reduced pressure zone within the Kenmure Greenleaf Zone, as shown in Figure 29.

To improve fire flows in the Kenmure Greenville Hwy Zone, we recommend installing a PRV (KG-2) between zones on Kenmure Dr.

Developments at higher elevations near Pinnacle Falls Tank and north of Pinnacle Mountain Rd (KG-4) will require a booster pump.

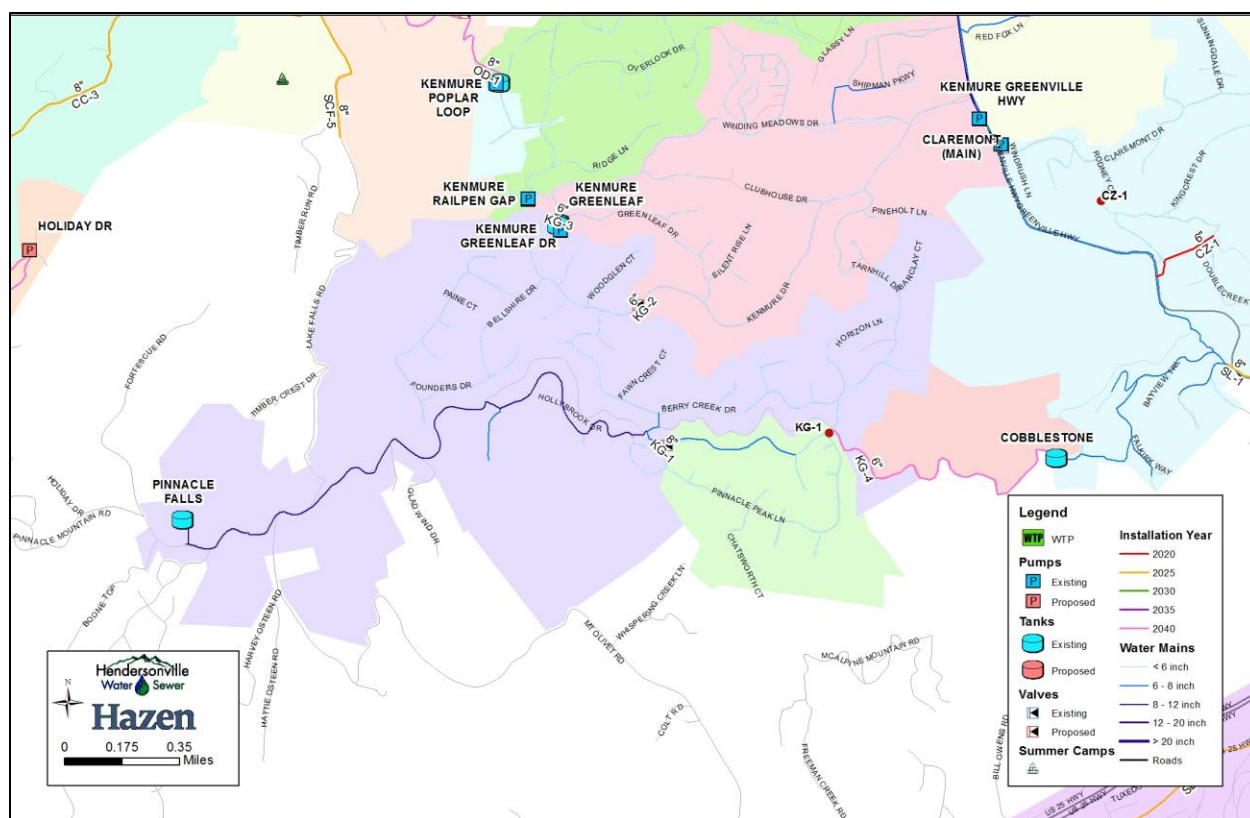


Figure 29: Proposed Improvements for Kenmure Greenleaf Pressure Zone

Kenmore Railpengap & Old Distillery Pressure Zone

We recommend creating a new zone to reduce pressures in the Kenmore Railpengap area. The new zone should be supplied by a PRV (KR-1) on Pinnacle Peak Ln, as shown in Figure 30.

We modeled two alternatives for supplying the area west of this zone, along Old Distillery Rd. The first alternative included a pipe near the Kenmore Poplar loop (OD-1), with a PRV on Old Distillery Dr to reduce pressures. This option relies on the constructability of OD-1, which is through a ridge line.

The second option uses a variable speed pump station at Lake Falls Rd & Old Distillery Rd, designed for 30 gpm at a TDH of 190 ft. to maintain a discharge HGL of 2740 ft. In order for the pump to meet the pressures at the higher elevations along Old Distillery Rd, the discharge pressure would be over 200 psi. Therefore, if the existing homes at the end of Old Distillery Rd wish to be served by the city a jockey pump would be required. Both options are shown in Figure 30.

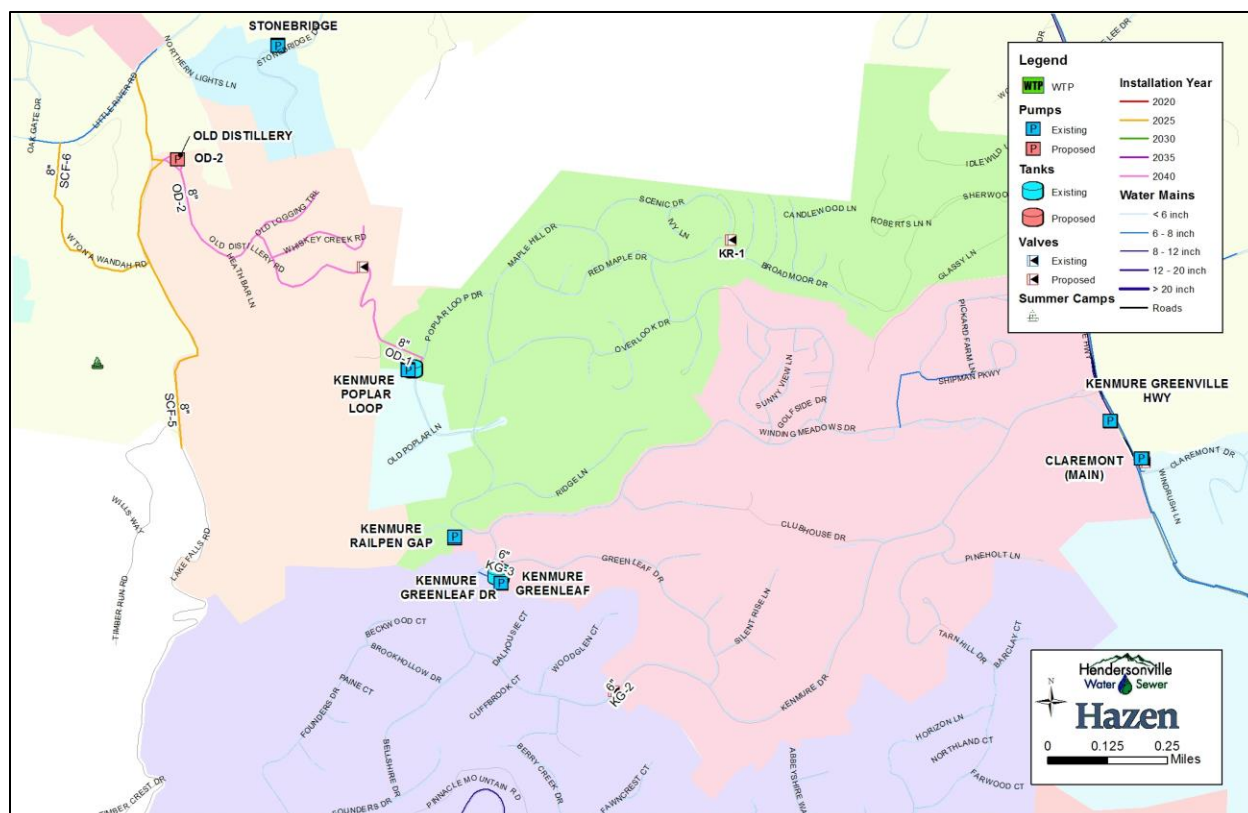


Figure 30: Proposed Improvements for Kenmore Railpengap / Old Distillery Pressure Zone

Crab Creek / Evans Road Pressure Zone

The city currently does not serve the Crab Creek/Evans Road area. The recommended improvements to provide service for future growth are shown in Figure 31. We recommend supplying the main Crab Creek zone using a BPS designed for 104 gpm and a TDH of 80 ft. to maintain a discharge HGL of 2480 ft. Figure 27 shows a proposed 0.15 MG storage tank with an overflow elevation of 2477 ft. on Foster Hill Road. We recommend two variable speed pump stations to supply the higher elevations within the Crab Creek Zone.

- Holiday Dr VPS: 95 gpm @ 140 ft. to maintain discharge HGL of 2655 ft.
- Crab Creek 2 VPS: 100 gpm @ 220 ft. to maintain discharge HGL of 2760 ft.

The area north of Crab Creek along Evans Rd will be split between Crab Creek Zone and Evans Zone. Two VPS will supply Evan zone:

- Evens Rd VPS: 120 gpm @ 180 ft. to maintain a discharge HGL of 2650 ft.
- Kanuga Ridge VPS: 100 gpm @ 85 ft. to maintain a discharge HGL of 2760 ft.

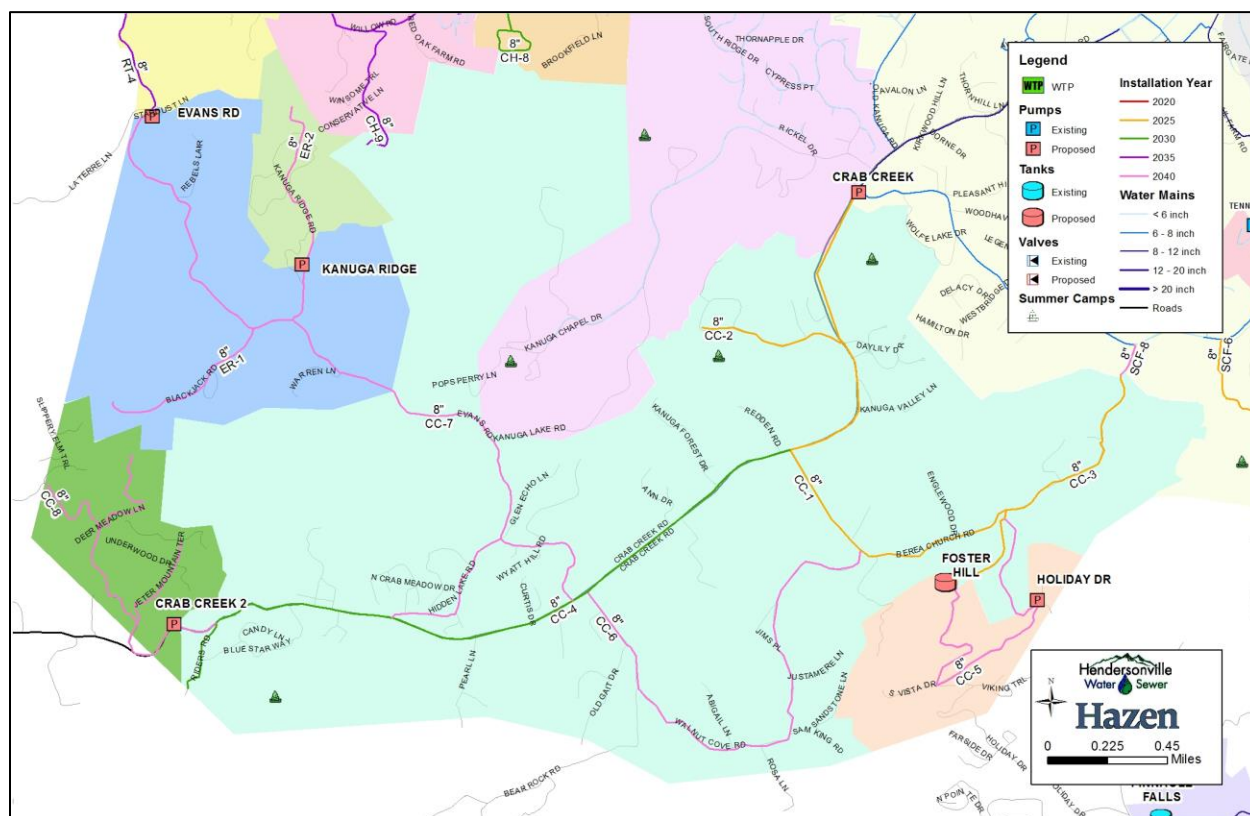


Figure 31: Recommendation for Crab Creek / Evans

Champion Hills Pressure Zone

The Champion Hills Pump Station supplies the Champion Hill Pressure Zone, which in turn supplies Solomon Jones, Indian Cave, Falls Ln Chattooga Run and Chattooga Run zones. We propose connecting the current Sugar Hollow Zone to the Champion Hills Zone with new 8-inch pipe from Monarch Rd along parcel boundary to South Ridge Dr (CH-2) and 6-inch from Summery Farms Ln, Bliss Dr, along parcel property to Rickel Dr (CH-7).

The existing Champion Hills Tank has adequate volume to meet the maximum day demands and fire flow for both Champion Hills and current Sugar Hollow zones. This eliminates the need for a larger tank in the Sugar Hollow Zone.

The model shows low pressures on the suction side of Champion Hill Pump Station. To resolve these pressures, we recommend installing an 8-inch pipe to supply the pump station (CH-1) and connecting the existing suction pipe to the discharge side of the pumps with a PRV (CH-1) to resolve low pressures. Proposed improvements are shown in Figure 32.

Champion Hills Zone supplies several PRVs to prevent excessive pressure at lower elevations. To supply future development, we recommend two additional PRVs to supply future CH-6 water mains. One will be on Loggers Run and the other on Rambling Tr. To meet future demand along Willow Rd, CH-8 and CH-9 water mains are needed with a PRV separating the two segments.

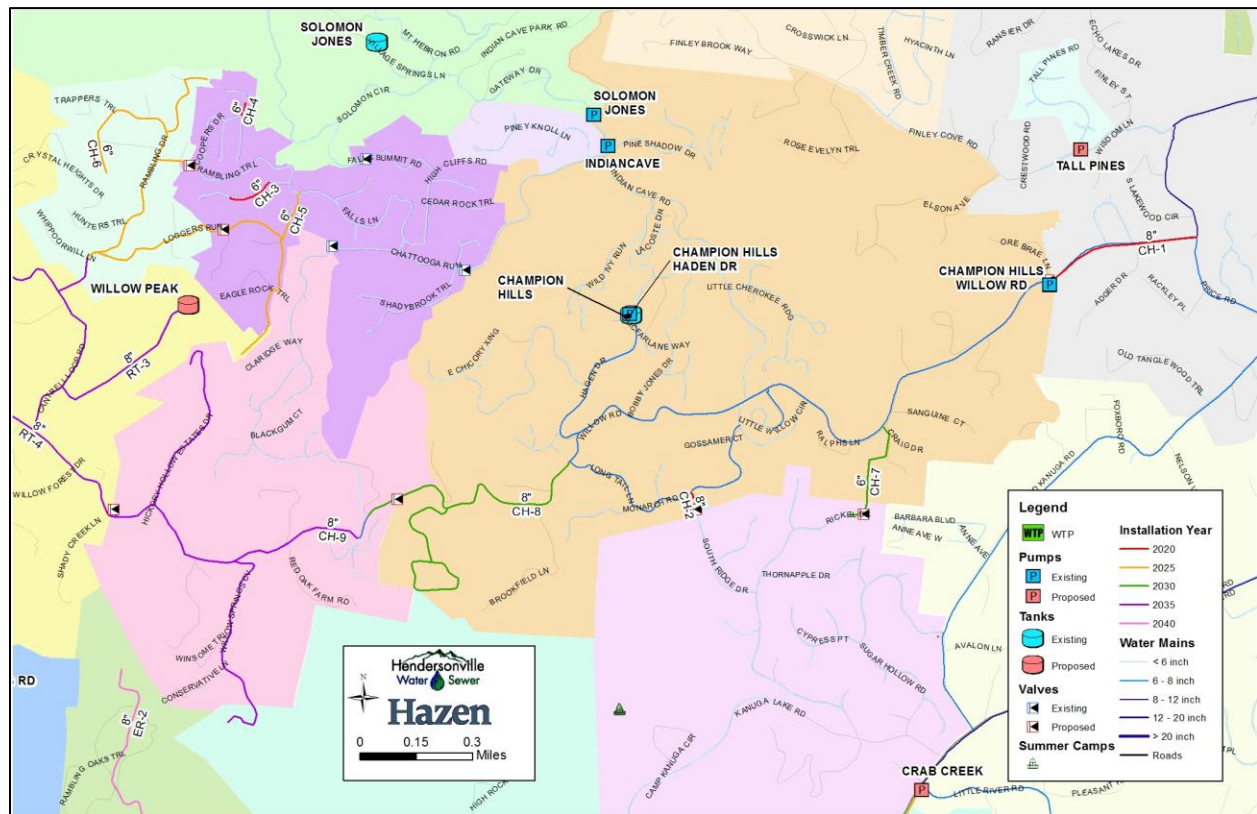


Figure 32: Proposed Improvements for Champion Hills Pressure Zone

Red Top Pressure Zone

We recommend extending a 12-inch water main to the intersection of Cummings Rd & Lacey Ln (MRT-1). We also recommend installing a check valve on River Rd to separate the Etowah Pressure Zone from the Main Zone. This will allow flow into the Etowah Zone when pressures drop for any reason, such as a fire flow. Future water mains along Big Willow Rd will remain in the Main Zone until Patterson Rd intersection (MRT-2).

As growth occurs along Fox Ridge Road, a new BPS will be needed near Hebron Rd & Red Top Farm Dr. The new pump station (Red Top BPS) should have a capacity of 210 gpm at a TDH of 90 ft. to maintain a discharge HGL of 2420 ft. This proposed pump station will eventually supply a new 0.15 MG Tank, with an overflow elevation 2420 ft. at the end of Willow Peak Rd. The tank will provide fire flows and supply two future variable speed pumps on Evans Rd and Davis Mountain Rd. Evans Rd pump design information was listed above. Davis Mountain pump design is 230 gpm @ TDH of 300 ft. to maintain an HGL of 2800 ft. New developments on Hebron Rd should be served through a PRV (FW-2). Proposed improvements are shown in Figure 33.

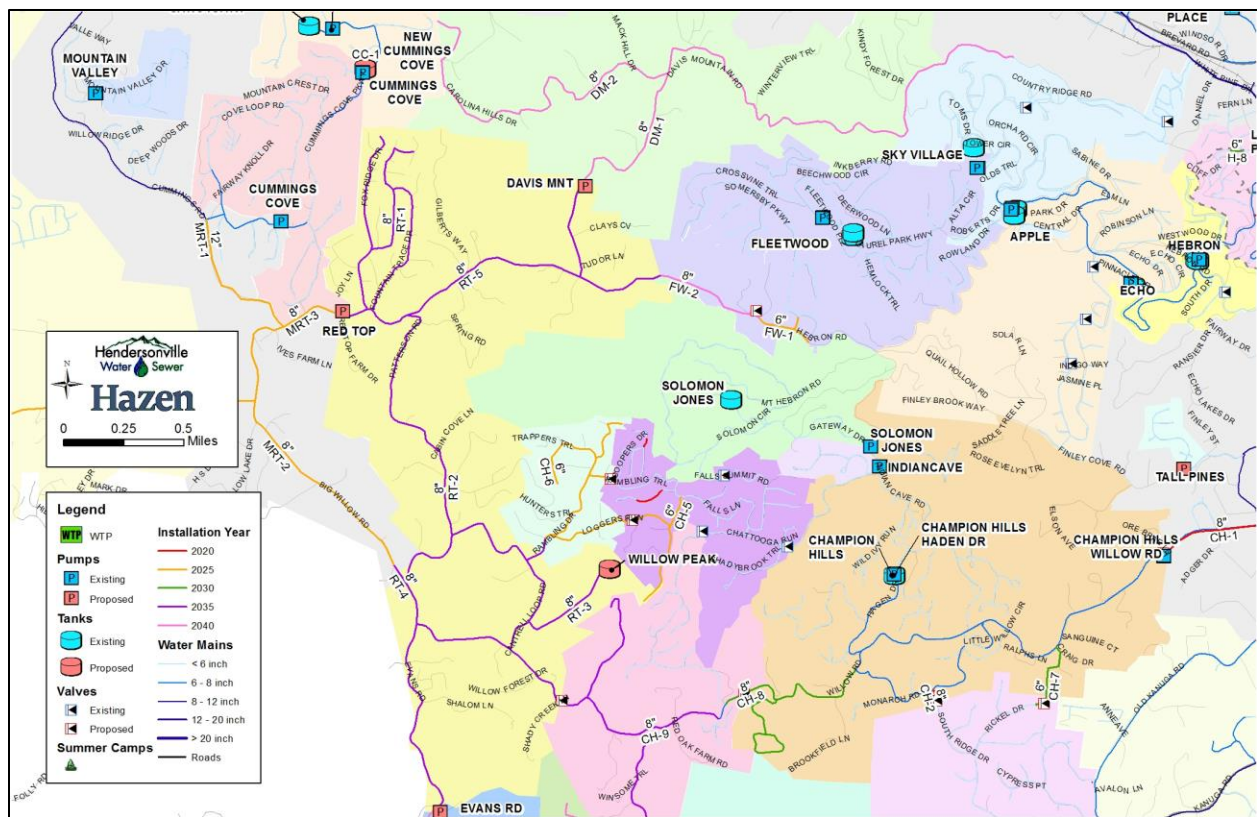


Figure 33: Proposed Improvements for Red Top Pressure Zone

Cummings Cove Pressure Zone

The existing Cummings Cove Tank cannot meet current equalizing storage and fire requirements. In addition, the model shows very low pressures (near zero) along Cumming Cove Prk near the tank and on the suction side of the New Cummings Cove BPS. We recommended a new 0.14 mg tank near the existing tank but at a site where the elevation is higher by 34 feet, allowing an overflow elevation of 2572 ft., which would increase pressures by 14 psi. This improvement is labeled CC-1 in Figure 33.

Solomon Jones Pressure Zone

Solomon Jones Tank is too small to provide a 1000 gpm fire flow. Using a 750 gpm fire requirement, the storage analysis for the 2040 showed no deficiency. This assumes a pump operates during the fire, so we recommend backup power at the pump station.

Laurel Park Pressure Zone

The existing Laurel Park Tank cannot meet the current equalizing and fire storage requirements and the model shows low pressures near the tank. We recommend a new 0.15 MG tank at a higher overflow elevation of 2517 feet. This improvement is shown as LP-1 on Figure 16.

Small Dead-End System Zones

As noted in Table 11 several deficient pump stations supplying dead-end systems design point are less than the peak demand. They should be checked against their pump curve to see if the peak demand falls within the curve.

Highlander/ Brookside/ Hutch

The eastern edge of the 2040 service area has very high ground elevations. To serve future development in the Highlander, Brookside and Hutch areas, we recommend four variable speed pump stations:

- Hutch Mnt VSP (140 gpm @ 175 ft. TDH to maintain 2640 ft. HGL) – Suction is the Fletcher Zone
- Old Timey VPS (40 gpm @ 100 ft. TDH to maintain 2765 ft. HGL)
- Brookside Camp VSP (260 gpm @ 80ft. TDH to maintain 2410 ft. HGL) – Suction is the Main Zone
- Burge Mtn VPS (220 gpm @ 175ft. TDH to maintain 2640 ft. HGL)

These pump stations and other improvements are shown in Figure 15.

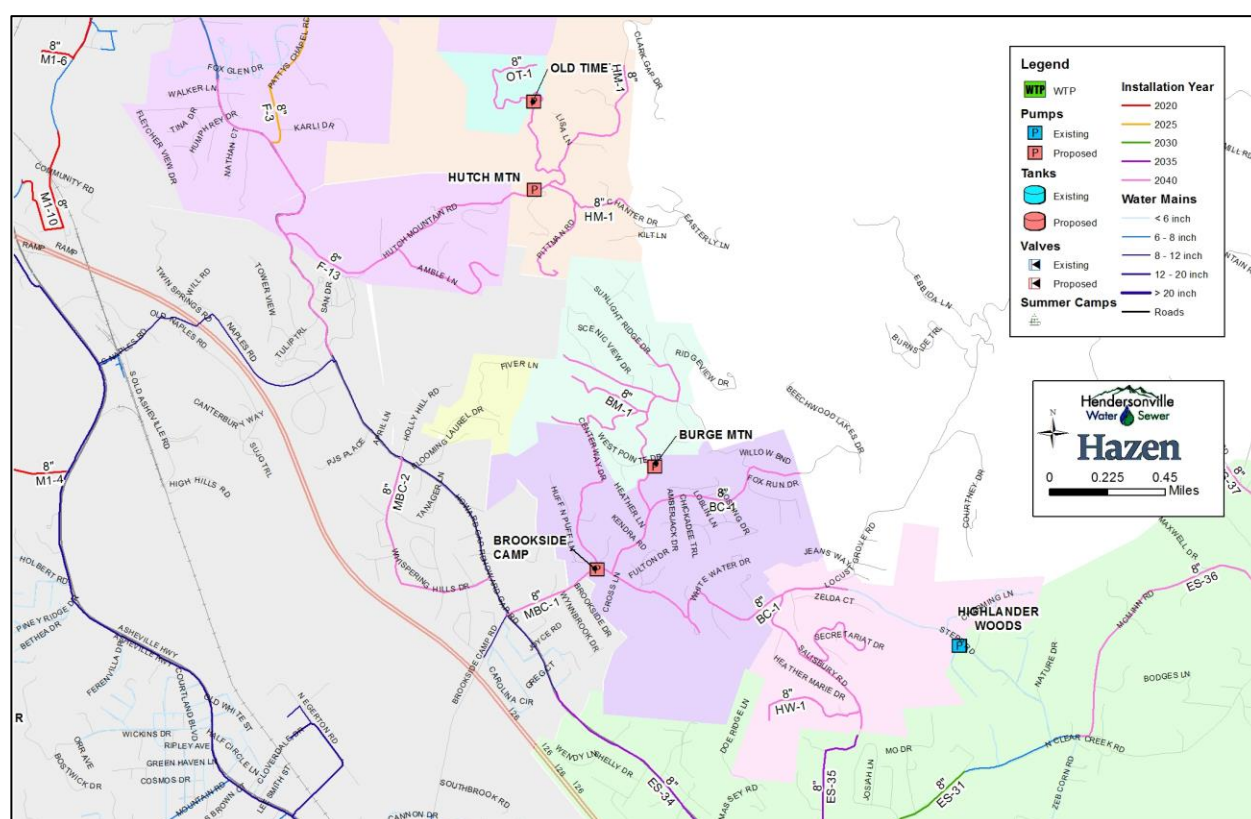


Figure 34: Proposed Improvements for Highlander / Brookside / Hutch Pressure Zones

8. Capital Improvement Plan Cost Estimates

Recommended improvements were incorporated into a capital improvement plan that includes opinions of probable costs for each construction project.

The larger projects included 16-inch piping and above, and included Long John Mountain. The total probable construction cost for larger projects, tanks and pump stations shown in Table 14 is **\$50.1 million**.

For smaller projects, costs were estimated using the unit costs shown in Table 15, which assumes working in rocky soil with many stream crossings. The cost for the smaller projects can be found in the Appendix. These costs were not included in Table 14 because they may be paid by developers.

Table 14: Summary of Capital Improvements by CIP Phase

CIP Phase	Number of Large Projects	Number of New Tanks	Number of New Pumps	Number of New Pressure Zones	Opinion of Probable Construction Cost (\$) ¹
2020	3	2	4	7	\$9,625,000
2025	8	6	5	7	\$28,839,000
2030	1	0	0	0	\$7,070,000
2035	0	1	2	3	\$1,140,000
2040	0	0	9	9	\$3,456,000
Total	\$36,559,000	\$5,291,000	\$8,280,000		\$50,130,000

1. 2017\$ (Construction + 20% Engineering + 20% Contingencies)

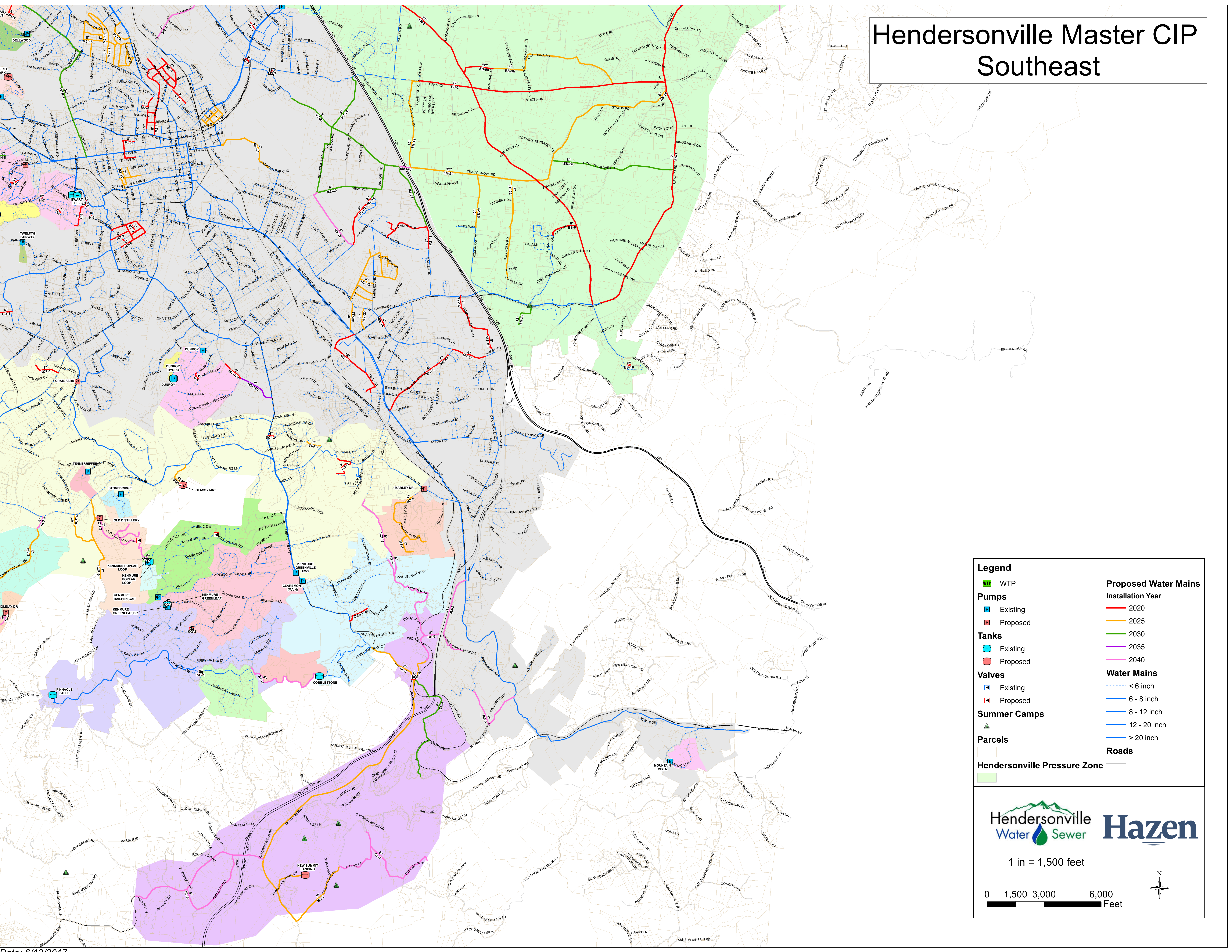
Table 15: Unit Cost of Construction per Diameter

Pipe Diameter, in	Unit Cost of Construction (\$/ft)	Unit Cost of Construction + Engineering (\$/ft)	Unit Cost of Construction + Engineering + Contingencies (\$/ft)
< 6	50	60	72
6	100	120	144
8	120	144	173
12	140	168	202

1. 2017\$ (Construction + 20% Engineering + 20% Contingencies)

Hendersonville Master CIP

Southeast



Legend

- WTP
- Pumps
 - Existing
 - Proposed
- Tanks
 - Existing
 - Proposed
- Valves
 - Existing
 - Proposed
- Summer Camps
- Parcels
- Hendersonville Pressure Zone



Proposed Water Mains Installation Year

- 2020
- 2025
- 2030
- 2035
- 2040

Water Mains

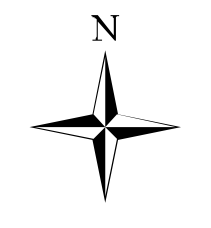
- < 6 inch
- 6 - 8 inch
- 8 - 12 inch
- 12 - 20 inch
- > 20 inch

Roads

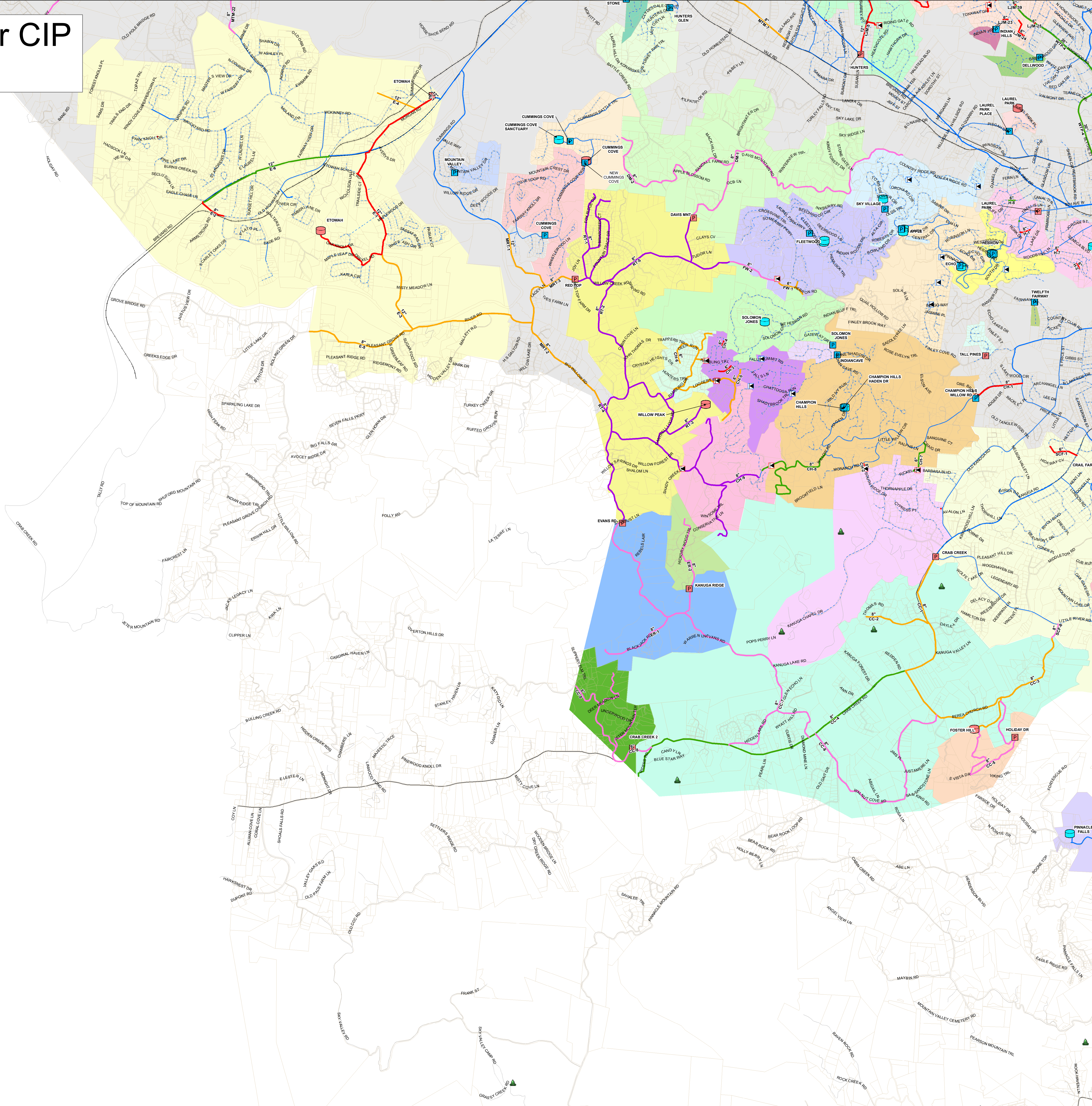
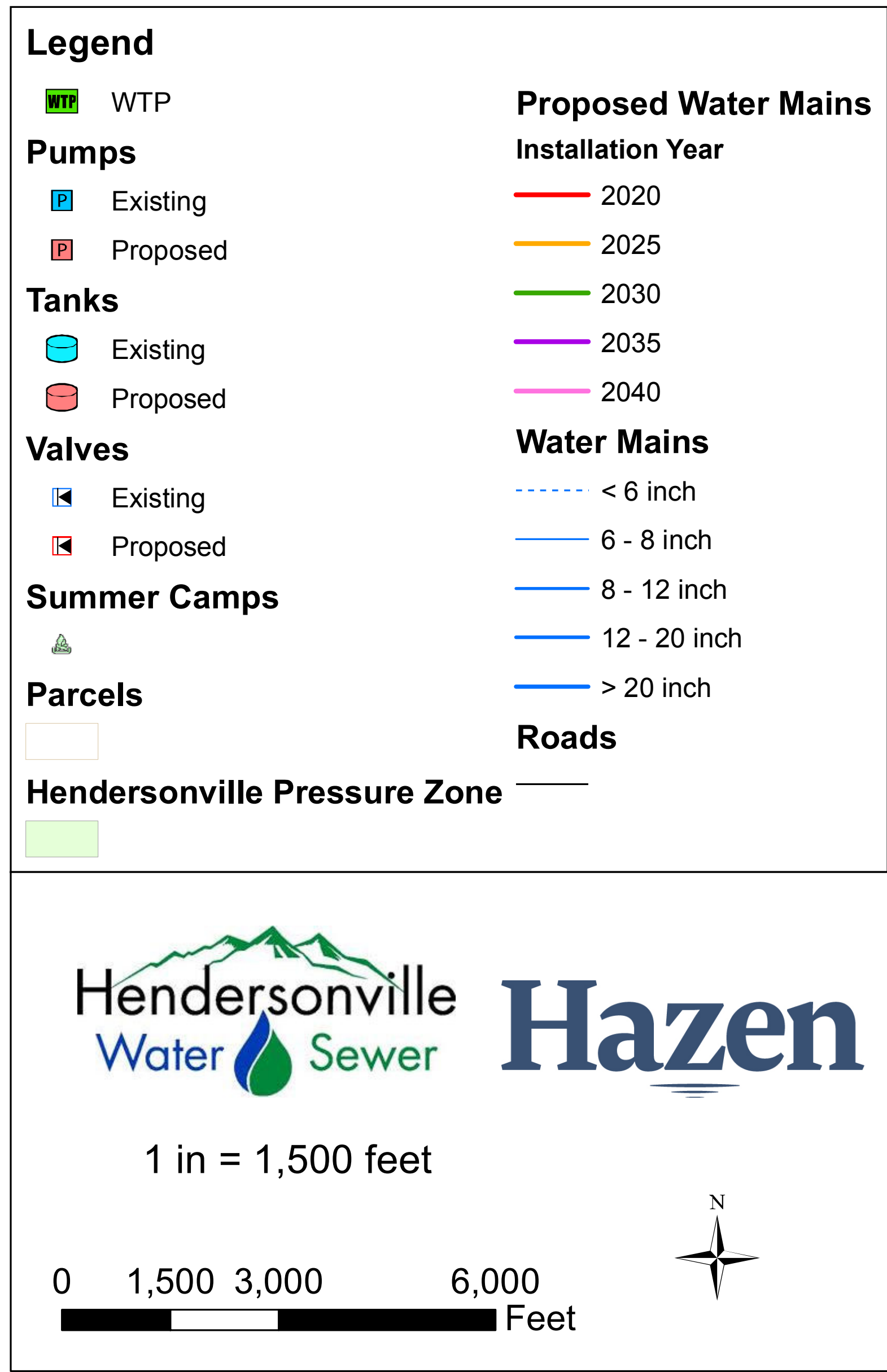


1 in = 1,500 feet

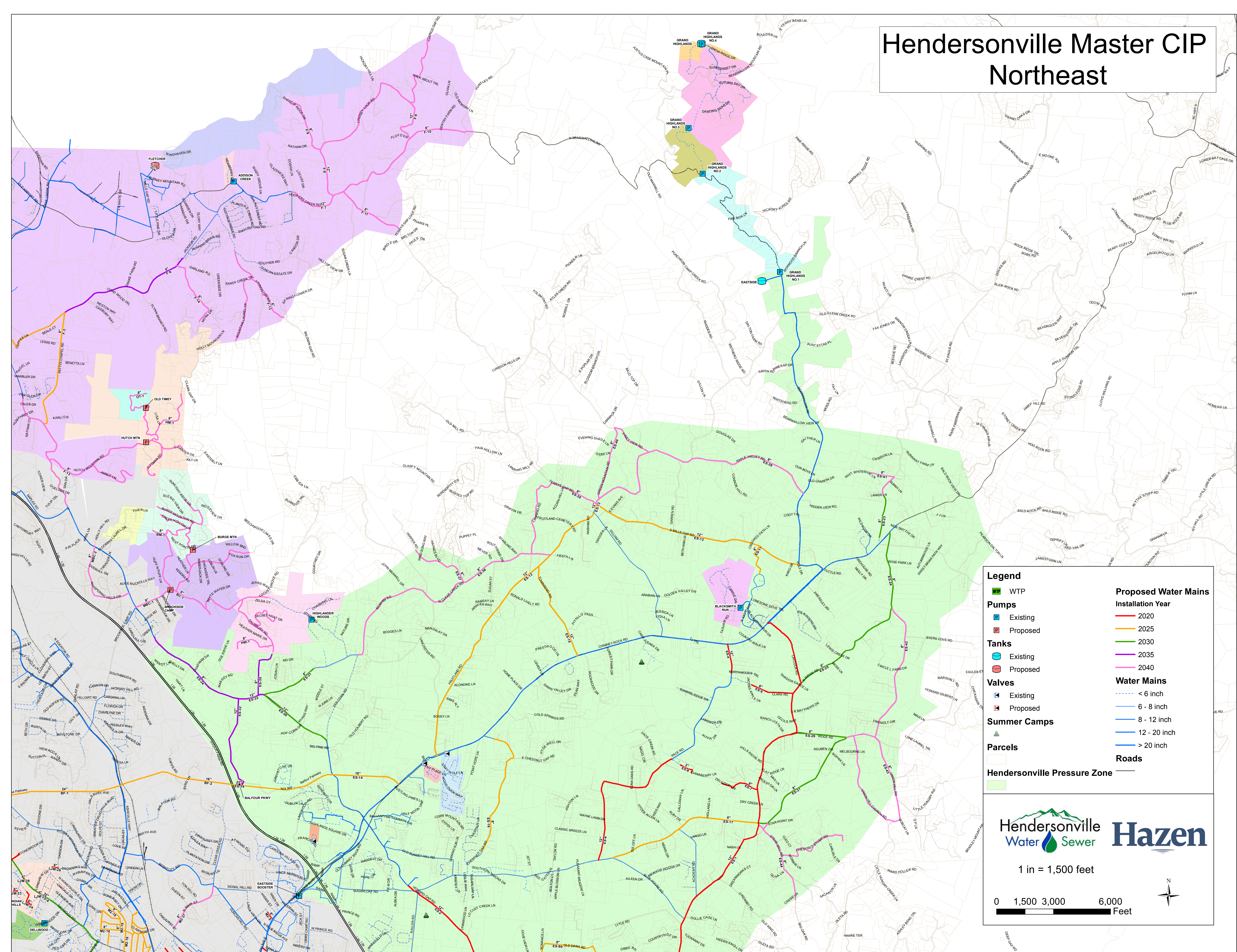
0 1,500 3,000 6,000 Feet




Hendersonville Master CIP Southwest




Hendersonville Master CIP Northeast




Hendersonville Master CIP Northwest




WTP




Existing




Proposed




Existing




Proposed




Existing




Proposed




Summer Camps




Parcels




Hendersonville Pressure Zone




2020




2025




2030




2035




2040




< 6 inch




6 - 8 inch




8 - 12 inch




12 - 20 inch




> 20 inch



Roads





1 in = 1,500 feet


0

1,500

3,000

6,000

Feet



The map displays the Northwest area of Hendersonville, North Carolina, with a focus on water infrastructure. It shows a network of water mains (MTM) and local main (LJM) lines, color-coded by installation year: 2020 (red), 2025 (orange), 2030 (green), 2035 (purple), and 2040 (pink). The map also identifies existing and proposed pumps, tanks, and valves. Summer camps are marked with green triangles, and parcels are shown in light green. The Hendersonville Pressure Zone is indicated by a light green shaded area. The map includes a legend, a scale bar (1 in = 1,500 feet), and a north arrow. The map is titled 'Hendersonville Master CIP Northwest'.

Date: 6/13/2017

Table A-1: Larger Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
M1-7/M1-8	2020	16	From existing main just north of Cureton Pl to N Rugby Rd to Butler Bridge Rd ending at Yadkin Rd	4700	\$1,019,000	\$1,222,800	\$1,467,000
M1-13	2020	16	N Rugby & Butler Bridge Rd crossing 1-26 to Ashville HWY	900	\$324,000	\$388,800	\$467,000
WTP-1	2025	36	WTP Site along Haywood Rd (NC191) to School House Rd	5600	\$1,906,000	\$2,287,200	\$2,745,000
WTP-2	2025	30	From School House Rd along Haywood Rd (NC191) to Stoney Mountain	15700	\$4,798,000	\$5,757,600	\$6,909,000
WTP-3	2025	16	WTP north NC 191 / Boylston Hwy	2100	\$437,000	\$524,400	\$629,000
MTM-5	2025	16	Ladson Rd switching to Banner Farm Rd to Brevard Rd	15500	\$2,734,000	\$3,280,800	\$3,937,000
ES-3	2025	12	Etowah School Rd from Drexel Rd to River Rd (crosses the French Broad River)	13000	\$617,000	\$740,400	\$888,000
BF-1	2025	16	Haywood Rd along new Balfour Parkway to Ashville Hwy	8200	\$2,091,000	\$2,509,200	\$3,011,000
BF-2	2025	16	Ashville Hwy along new Balfour Parkway to new Balfour Parkway BPS	6400	\$1,289,000	\$1,546,800	\$1,856,000
ES-14	2025	16	BPS along new Balfour Parkway to Chimney Rock Rd	9200	\$1,595,000	\$1,914,000	\$2,297,000
WTP-4	2030	30	Stoney Mountain along Haywood Rd (NC 191) to Blythe St south to 5 th Ave	17600	\$4,910,000	\$5,892,000	\$7,070,000

1. 2017 \$\$

2. 20% Engineering; 20% Contingencies

Table A-2: Long John Mountain Probable Cost

Project ID	Description	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
LJM-1	Hunters PS	\$400,000	\$480,000	\$576,000
LJM-2	Abandon Hawthorne PS			
LJM-3	Abandon HC Surrey PS			
LJM-4	6" Hunters Lane to Gregory Way	\$97,000	\$116,400	\$140,000
LJM-5	12" Hunters Lane	\$913,000	\$1,095,600	\$1,315,000
LJM-6	Abandon Hunters Crossing PS			
LJM-7	6" Hunters Lane & Chariot Ct to E. Sunset Dr.	\$191,000	\$229,200	\$275,000
LJM-8	Abandon Brightwater PS	\$19,000	\$22,800	\$27,000
LJM-9a	2" to Bay Magnolia Ct.	\$18,000	\$21,600	\$26,000
LJM-9b	8" Bay Laurel to Carriage Parkway	\$42,000	\$50,400	\$60,000
LJM-10	Bay Laurel VPS	\$300,000	\$360,000	\$432,000
LJM-11	Bay Laurel Tank	\$320,000	\$384,000	\$461,000
LJM-12	6" from Tank to water main on Starmount Lane	\$99,000	\$118,800	\$143,000
LJM-13	Abandon Kaywood Knolls Tank			
LJM-14	Abandon Haywood Knolls PS			
LJM-15	6" along Carriage Park Way	\$53,000	\$63,600	\$76,000
LJM-16	6" Carriage West to Fire Hydrant on Carriage Summit	\$39,000	\$46,800	\$56,000
LJM-17	Abandon Carriage Park Tank			
LJM-18	8" Carriage Park Way	\$173,000	\$207,600	\$249,000
LJM-19	Possible New pumps			
LJM-20	6" W. Highpoint Lane to Long John Drive	\$166,000	\$199,200	\$239,000
LJM-21	6" Long John Dr & Turtle Lane to Middleton Place	\$26,000	\$31,200	\$37,000
LJM-22	6" Kalmia Lane to Toxaway Ct to intersection of Toxaway Drive	\$77,000	\$92,400	\$111,000
LJM-23	6" Indian Hill Road to Essex Path	\$31,000	\$37,200	\$45,000
LJM-24	6" Forest Drive along easement to Winding Trail to Walden Pond Drive to Waterside Drive	\$113,000	\$135,600	\$163,000
LJM-25	6" Waterside Drive to Browning Ave & Haywood Road and check valve	\$36,000	\$43,200	\$52,000
LJM-26	6" Check valve on Ex 6" on Browning Ave. west of Carson Drive	\$8,000	\$9,600	\$12,000
LJM-27	6" Middleton Placed to end of Carleton Terrace and 6" check valve	\$109,000	\$130,800	\$157,000

Table A-2: Long John Mountain Probable Cost

Project ID	Description	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
LJM-28	Abandon Middleton Place, 6" PRV at Middleton Place	\$15,000	\$18,000	\$22,000
LJM-29	Abandon Long John PS			
LJM-30	6" Hampton Drive & Holly Hill Drive along Holly Hill Drive East and Hilltop Circle N.	\$214,000	\$256,800	\$308,000
LJM-31	Abandon Long John PS			
LJM-32	6" PRV at Long John Drive west of Peachtree	\$15,000	\$18,000	\$22,000
LJM-33	8" PRV at Carriage Park Way west of Carriage Springs Way	\$19,000	\$22,800	\$27,000
LJM-34	8" PRV at Carriage Park Way at Summit Hill Road	\$19,000	\$22,800	\$27,000
LJM-35	6" PRV at Haywood Knoll Drive & Crown Lane	\$15,000	\$18,000	\$22,000
LJM-36	6" PRV at Carriage Crest Drive & High Fields Court	\$15,000	\$18,000	\$22,000
LJM-37	6" PRV at Haywood Knoll Drive & Oakwilde Drive	\$15,000	\$18,000	\$22,000
LJM-38	6" PRV at Fawnview Lane & Deer Haven Lane	\$15,000	\$18,000	\$22,000
LJM-39	5 additional Check valves	\$95,000	\$114,000	\$137,000
Total				\$5,283,000

Table A-3: Smaller Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft.	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
M1-1	2020	12	CIP-Rugby Rd	9,614	\$1,346,000	\$1,615,000	\$1,938,000
M1-2	2020	6	Required with Long John Mountain Changes Deerhaven Ln	653	\$65,000	\$78,000	\$94,000
M1-3	2020	6	AFF Improve: White Cedar Ln	385	\$38,000	\$46,000	\$55,000
M1-4	2020	8	Rugby Dr	4,406	\$529,000	\$634,000	\$761,000
M1-5	2020	12	AFF Improve: Old Brickyard Rd	1,824	\$255,000	\$306,000	\$368,000
M1-6	2020	8	AFF Improve: parallel pipe: Old Hendersonville	1,990	\$239,000	\$287,000	\$344,000
M1-9	2020	12	Butler Bridge Rd from Yadkin Rd to haw River Rd	2,283	\$320,000	\$384,000	\$460,000
M1-10	2020	8	AFF Improve: Connecting Maxwell Dr down Hickory Flats Dr through parcel to Old Hendersonville Rd	3,693	\$443,000	\$532,000	\$638,000
M1-11	2020	8	N Rugby Rd	3,513	\$422,000	\$506,000	\$607,000
M2-1	2020	8	CIP- N Main St Sanitary	8,794	\$1,055,000	\$1,266,000	\$1,519,000
M2-2	2020	6	AFF Improve: Highland Ave	1,022	\$102,000	\$123,000	\$147,000
M2-3	2020	8	CIP- Oakland St & Fleming St	4,485	\$538,000	\$646,000	\$775,000
M2-4	2020	6	AFF Improve: Fassifern Ct	332	\$33,000	\$40,000	\$48,000
M2-5	2020	6	AFF Improve: Coolridge St	432	\$43,000	\$52,000	\$62,000
M2-6	2020	8	AFF Improve: Duncan Hill Rd	228	\$27,000	\$33,000	\$39,000
M2-7	2020	8	AFF Improve: Tracy Grove Rd	221	\$27,000	\$32,000	\$38,000
M2-8	2020	8	CIP-Florida Ave	2,120	\$254,000	\$305,000	\$366,000
M2-9	2020	8	CIP-Willow Cherokee Park	7,230	\$836,000	\$1,004,000	\$1,204,000
M2-10	2020	8	AFF Improve: Airport Rd	2,808	\$337,000	\$404,000	\$485,000
M2-11	2020	8	E Campus Dr	4,476	\$537,000	\$644,000	\$773,000
M2-12a	2020	8	Rutledge Rd	1,127	\$135,000	\$162,000	\$195,000
M3-1	2020	8	Marley Dr	5,908	\$695,000	\$834,000	\$1,001,000
MTM-1	2020	8	Improve AFF: Off Schoolhouse Rd near Banner Farm Rd	10	\$1,000	\$1,000	\$2,000
MTM-2	2020	8	Jeffress Rd	1,899	\$228,000	\$273,000	\$328,000
H-1	2020	8	Woodbyne Ave between Laurel Park Hwy and Woodbyne Ln	469	\$56,000	\$68,000	\$81,000
H-2	2020	6	N Overlook Terr	259	\$26,000	\$31,000	\$37,000
H-3	2020	6	Parallel 2-inch on Chariton Ave to Robleigh Dr	1,263	\$126,000	\$152,000	\$182,000
H-4	2020	6	Robleigh to connect water mains from Ewart to Hydrant 10-3250	137	\$14,000	\$16,000	\$20,000

Table A-3: Smaller Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft.	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
H-5	2020	6	Place Check valve in existing pipe Robleigh Dr, from Main zone to Hebron zone	29	\$3,000	\$3,000	\$4,000
H-6	2020	6	Place Check valve in existing pipe Ewart Dr, from Main zone to Hebron zone	26	\$3,000	\$3,000	\$4,000
H-7	2020	8	Abandon and bypass Overlook Terr PS	96	\$12,000	\$14,000	\$17,000
ES-1	2020	12	CIP – Eastside Phase 2	35,381	\$4,953,000	\$5,944,000	\$7,133,000
ES-2	2020	12	CIP- Howard Gap Rd Ext PH2 plus Across Sugarloaf to existing 10-inch	20,397	\$2,856,000	\$3,427,000	\$4,112,000
ES-3	2020	12	CIP – Dana Rd	13,005	\$1,821,000	\$2,185,000	\$2,622,000
ES-4	2020	12	CIP- Pace Rd	10,118	\$1,417,000	\$1,700,000	\$2,040,000
ES-5	2020	6	Clark Rd	2,283	\$228,000	\$274,000	\$329,000
ES-6	2020	3	Dixie Blvd	874	\$44,000	\$52,000	\$63,000
ES-7	2020	8	W Blackwell Dr	2,139	\$257,000	\$308,000	\$370,000
ES-8	2020	8	AFF Improve;	1,501	\$180,000	\$216,000	\$259,000
ES-9a	2020	12	Old Dana Rd	1,806	\$253,000	\$303,000	\$364,000
ES-10	2020	8	AFF Improve; Wisdom Cove Rd	151	\$15,000	\$18,000	\$22,000
ES-11	2020	8	Redundancy: S Mills Gap Across Parcel to existing 8-inch loop	1,831	\$220,000	\$264,000	\$316,000
F-1	2020	6	AFF Improve: from Winding Ivy Ct along parcel lines to Stone Hollow Rd	444	\$44,000	\$53,000	\$64,000
F-2	2020	12	Old Airport Rd (DOT Project)	4,542	\$596,000	\$716,000	\$859,000
E-1	2020	12 (6-inch tie-ins)	New PS along Morgan Rd, Etowah Park Rd, Etowah School Rd, Oak Knoll Dr to Tank	13,741	\$1,911,000	\$2,293,000	\$2,751,000
E-2	2020	8	Improve AFF, Old Highway 64 & Eade Rd to Brevard Rd	1,187	\$142,000	\$171,000	\$205,000
E-4	2020	12	Supply new development	1,857	\$260,000	\$312,000	\$374,000
SCF-1	2020	6	Improve AFF: Jearl Ln	1,396	\$140,000	\$168,000	\$201,000
SCF-2	2020	6	Bonclarken Ln	305	\$30,000	\$37,000	\$44,000
SCF-3	2020	8	Improve AFF: W Blue Ridge Rd; Preston Ln	2,156	\$259,000	\$310,000	\$373,000
D-1	2020	6	From Kalimar Hts to Dunroy Dr	402	\$40,000	\$48,000	\$58,000
M2-13	2020	12	AFF Improve: Highland Lake Rd down street to Industry	5,109	\$714,000	\$857,000	\$1,028,000
M2-14	2020	8	AFF Improve: Old Spartanburg Rd	569	\$68,000	\$82,000	\$98,000
M2-15	2020	8	AFF Improve: Crest Rd	1,822	\$219,000	\$262,000	\$315,000
M2-16	2020	8	AFF Improve: Commercial Blvd	3,801	\$456,000	\$547,000	\$657,000

Table A-3: Smaller Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft.	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
CZ-1	2020	6	Close Valve; From Greenville Hwy to along Continental Dr to Southview Ln	1,224	\$122,000	\$147,000	\$176,000
SL-1	2020	8	From Clermont Zone to New Tank; Control PRV	20,430	\$2,471,000	\$2,965,000	\$3,557,000
SI-2	2020	8	From connection to Tank to Camp Green Cove	5,807	\$697,000	\$836,000	\$1,003,000
SL-3	2020	8	From PRV along Zirconia Rd north	1,358	\$182,000	\$218,000	\$262,000
KG-1	2020	8	PRV and closed valve, isolating Pinnacle Peak Ln loop		\$19,000	\$22,800	\$27,000
KG-2	2020	6	AFF Improve PRV on Kenmure Dr between zone	109	\$11,000	\$13,000	\$16,000
KG-3	2020	6	AFF Improve: Greenleaf Dr	10	\$1,000	\$1,000	\$1,000
KR-1	2020	8	PRV Pinnacle Peak Ln		\$19,000	\$22,800	\$27,000
CC-1	2020	8	From Crab Creek BPS to Tank	14,696	\$1,764,000	\$2,117,000	\$2,540,000
CC-2	2020	8	From Crab Creek to Camp Tekoa	3,041	\$365,000	\$438,000	\$525,000
CC-3	2020	8	From Holiday Dr along Berea Church Rd to end of pressure zone	4,114	\$494,000	\$592,000	\$711,000
CH-1	2020	8	Parallel existing pip along Willow Rd from Price Rd / PRV bypass at Champion Hills BPS	2,308	\$296,000	\$355,000	\$426,000
CH-2	2020	8	Connect from Monarch Rd along parcel boundary to South Ridge Dr	308	\$37,000	\$44,000	\$53,000
CH-3	2020	6	Parallel 2-inch water line on Green Pine Ct for improved fire flow	643	\$64,000	\$77,000	\$93,000
CH-4	2020	6	Parallel 2-inch water line on Coopers Dr for improved fire flow	195	\$19,000	\$23,000	\$28,000
MTM-4	2025	8	School House Rd from Boylston Hwy	1,663	\$200,000	\$240,000	\$287,000
MTM-5	2025	16	Ladson Rd / Banner Farm Rd	15,460	\$0	\$0	\$0
MTM-6	2025	12	Boylston HWY	7,482	\$1,047,000	\$1,257,000	\$1,508,000
MTM-7	2025	8	Brevard Rd	6,828	\$819,000	\$983,000	\$1,180,000
MTM-8	2025	8	Old Turnpike Rd	6,814	\$818,000	\$981,000	\$1,177,000
MTM-9	2025	8	Kimzey / S Mills River Rd	7,049	\$846,000	\$1,015,000	\$1,218,000
ES-9b	2025	8	Old Dana Rd	7,715	\$926,000	\$1,111,000	\$1,333,000
ES-12	2025	12	CIP- Mills Gap Road	11,411	\$1,597,000	\$1,917,000	\$2,300,000
ES-13	2025	12	CIP-Fruitland Road	16,288	\$2,280,000	\$2,736,000	\$3,284,000
ES-14	2025	16	Balfour BPS; Balfour Parkway	9,211	\$45,000	\$54,000	\$65,000
ES-15	2025	12	Townsend Rd	5,349	\$749,000	\$899,000	\$1,078,000
ES-16	2025	8	Chestnut Gap Rd	7,025	\$843,000	\$1,012,000	\$1,214,000
ES-17	2025	8	Sugarloaf Rd	8,321	\$999,000	\$1,198,000	\$1,438,000

Table A-3: Smaller Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft.	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
ES-18	2025	8	Staton Rd	9,666	\$1,160,000	\$1,392,000	\$1,670,000
ES-19	2025	12	Mid Allen Rd	5,095	\$713,000	\$856,000	\$1,027,000
ES-20	2025	12	Tracy Grove Rd	6,657	\$932,000	\$1,118,000	\$1,342,000
ES-21	2025	12	McMurray Rd	2,794	\$391,000	\$469,000	\$563,000
ES-22	2025	8	Ballenger Rd	5,234	\$628,000	\$754,000	\$904,000
F-3	2025	8	Coffee Ln, Jackson Rd and Pattys Chapel	10,539	\$1,265,000	\$1,518,000	\$1,821,000
E-3	2025	12	Etowah School Rd to River Rd	4,110	\$575,000	\$690,000	\$829,000
E-5	2025	8	River Rd	9,675	\$1,161,000	\$1,393,000	\$1,672,000
SCF-4	2025	12	Glassy Mnt	1,567	\$219,000	\$263,000	\$316,000
SCF-5	2025	8	Lake Fall Rd	4,864	\$584,000	\$700,000	\$841,000
SCF-6	2025	8	W Ton A Wandah Rd	2,362	\$283,000	\$340,000	\$408,000
SCF-7	2025	6	Kinross Dr	783	\$78,000	\$94,000	\$113,000
M2-17	2025	6	AFF Improve E Blue Ridge Rd	4,280	\$428,000	\$514,000	\$616,000
M2-18	2025	8	CIP-Druid Hills	19,451	\$2,334,000	\$2,801,000	\$3,361,000
M2-19	2025	8	CIP- 7th Ave	4,363	\$524,000	\$628,000	\$754,000
M2-20	2025	8	CIP- 1st Ave & Oak St	3,236	\$388,000	\$466,000	\$559,000
M2-21	2025	8	From 4th to Jackson Park	3,636	\$436,000	\$524,000	\$628,000
CH-5	2025	6	Along Loggers Run	3,641	\$365,000	\$438,000	\$526,000
CH-6	2025	6	Expand into Rambling Dr & Trail. Two PRV to provide redundancy	8,102	\$843,000	\$1,011,000	\$1,214,000
MRT-1	2025	12	From existing 12-inch water line to end of Lacy Ln	3,255	\$456,000	\$547,000	\$656,000
MRT-2	2025	8	Big Willow Rd	8,244	\$989,000	\$1,187,000	\$1,425,000
MRT-3	2025	8	From Lacy Ln to Red Top BPS	1,510	\$181,000	\$217,000	\$261,000
FW-1	2025	6	Hebron Rd	1,549	\$155,000	\$186,000	\$223,000
FW-2	2025	6	PRV along Hebron Rd	2,635	\$335,000	\$402,000	\$482,000
M1-12	2030	8	Butler Bridge Rd	3,184	\$382,000	\$459,000	\$550,000
MTM-10	2030	12	Boylston HWY	2,868	\$401,000	\$482,000	\$578,000
MTM-11	2030	8	Turnpike Rd	11,238	\$1,349,000	\$1,618,000	\$1,942,000
MTM-12	2030	8	Butler Bridge Rd / Boylston Hwy	9,528	\$1,143,000	\$1,372,000	\$1,646,000
MTM-13	2030	8	Jeffress Rd	2,657	\$319,000	\$383,000	\$459,000
H-8	2030	6	Davis Mountain Rd	286	\$29,000	\$34,000	\$41,000
ES-23	2030	8	S Pauls Rd	2,282	\$274,000	\$329,000	\$394,000
ES-24	2030	8	Pilot Mountain Rd	4,117	\$494,000	\$593,000	\$712,000
ES-25	2030	8	N Ridge Rd	6,530	\$784,000	\$940,000	\$1,128,000
ES-26	2030	8	Ridge Rd	2,633	\$316,000	\$379,000	\$455,000
ES-27	2030	8	Sugarloaf Rd	6,914	\$830,000	\$996,000	\$1,195,000

Table A-3: Smaller Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft.	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
ES-28	2030	8	E Tracy Grove Rd	6,512	\$781,000	\$938,000	\$1,125,000
ES-29	2030	12	Education Dr	1,527	\$214,000	\$256,000	\$308,000
ES-30	2030	12	Howard Gap Rd	4,133	\$579,000	\$694,000	\$833,000
ES-31	2030	8	N Clear Creek Rd	3,018	\$362,000	\$435,000	\$521,000
E-6	2030	12	Brevard Rd from Sunset Hill Dr to Old Highway 64	6,195	\$867,000	\$1,041,000	\$1,249,000
M2-22	2030	8	CIP- Fairgrounds Ave	13,562	\$1,627,000	\$1,953,000	\$2,343,000
M2-23	2030	8	Tracy Grove Rd	6,872	\$825,000	\$990,000	\$1,187,000
M2-24	2030	8	Grand Kids Haven Ln north to Dana Rd	6,929	\$831,000	\$998,000	\$1,197,000
M2-25	2030	8	New Hope Rd / Airport Rd	5,297	\$636,000	\$763,000	\$915,000
SL-4	2030	8	From PRV along Old Zirconia Rd across US 25 Hwy east	7,088	\$851,000	\$1,021,000	\$1,225,000
CC-4	2030	8	Along Crab Creek from Berea Church Rd to Riders Rd to service Camp Blue Star	14,366	\$1,724,000	\$2,069,000	\$2,483,000
CH-7	2030	6	Second supply to Sugar Hollow along Summey Farm Ln, Bliss Dr along parcel property to Rickel Dr	1,666	\$167,000	\$200,000	\$240,000
CH-8	2030	8	Willow Rd & Thrashing Rock area to new zone with PRV	7,114	\$873,000	\$1,047,000	\$1,256,000
M2-12b	2035	8	Rutledge Rd	2,052	\$246,000	\$295,000	\$355,000
MTM-14	2035	12	Boylston HWY	9,672	\$1,354,000	\$1,625,000	\$1,950,000
MTM-15	2035	8	Turnpike Rd / Gash Rd	12,447	\$1,494,000	\$1,792,000	\$2,151,000
ES-32	2035	12	Clear Creed Rd	4,957	\$694,000	\$833,000	\$999,000
ES-33	2035	12	Howard Gap Rd	1,392	\$195,000	\$234,000	\$281,000
ES-34	2035	8	Howard Gap Rd	5,649	\$678,000	\$813,000	\$976,000
ES-35	2035	8	Salisbury Rd	2,694	\$323,000	\$388,000	\$465,000
F-4	2035	12	Fannin Bridge Rd to Fanning Bridge Rd	6,081	\$851,000	\$1,022,000	\$1,226,000
F-5	2035	8	Rutledge Rd	3,281	\$394,000	\$472,000	\$567,000
F-6	2035	8	Jackson Rd	7,499	\$900,000	\$1,080,000	\$1,296,000
CH-9	2035	8	Growth area for Willow Rd, Willow Springs, Hickory Hollow Estates	10,199	\$1,224,000	\$1,469,000	\$1,762,000
RT-1	2035	8	Red Top BPS to Fox Ridge development	11,388	\$1,367,000	\$1,640,000	\$1,968,000
RT-2	2035	8	Along Patterson Rd	8,702	\$1,044,000	\$1,253,000	\$1,504,000
RT-3	2035	8	Cantrell Loop Rd to Tank on Willow Peak	7,748	\$930,000	\$1,116,000	\$1,339,000
RT-5	2035	8	East on Hebron Rd	8,245	\$989,000	\$1,187,000	\$1,425,000

Table A-3: Smaller Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft.	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
RT-4	2035	8	Willow Rd and Evans	9,974	\$1,197,000	\$1,436,000	\$1,723,000
M3-2	2040	8	Laurel Creek View Dr	4,864	\$584,000	\$700,000	\$841,000
M3-3	2040	8	Strawberry Fields Rd	4,071	\$488,000	\$586,000	\$703,000
MTM-16	2040	8	McDowell Rd	5,227	\$627,000	\$753,000	\$903,000
MTM-17	2040	8	Valley View Rd / Butler Bridge Rd	6,039	\$725,000	\$870,000	\$1,044,000
MTM-18	2040	8	N Mills River Rd, Whitaker Ln/ A Mills River Rd	30,005	\$3,601,000	\$4,321,000	\$5,185,000
MTM-19	2040	8	Above the WTP	9,349	\$1,122,000	\$1,346,000	\$1,615,000
MTM-20	2040	8	Sweetwater Rd	4,518	\$542,000	\$651,000	\$781,000
MTM-21	2040	8	Boylston HWY	11,192	\$1,343,000	\$1,612,000	\$1,934,000
MTM-22	2040	8	Holly Springs Rd	5,134	\$616,000	\$739,000	\$887,000
MTM-23	2040	8	Maple Swamp Rd	6,690	\$803,000	\$963,000	\$1,156,000
MTM-24	2040	8	Tole Allison Rd	7,202	\$864,000	\$1,037,000	\$1,244,000
MTM-25	2040	8	Brannon Rd	8,281	\$994,000	\$1,193,000	\$1,431,000
ES-36	2040	8	McMinn Rd / N Clear Creek Rd	13,657	\$1,639,000	\$1,967,000	\$2,360,000
ES-37	2040	8	Harper Rd	3,447	\$414,000	\$496,000	\$596,000
ES-38	2040	8	Lanning Rd / Terrys Gap Rd	7,263	\$872,000	\$1,046,000	\$1,255,000
ES-39	2040	8	Old Clear Creek Rd/ Apple Valley Rd	14,589	\$1,751,000	\$2,101,000	\$2,521,000
ES-40	2040	8	Green Mountain Rd / Piney View Rd	6,296	\$756,000	\$907,000	\$1,088,000
ES-41	2040	8	Sleepy Hollow Ln	2,479	\$298,000	\$357,000	\$428,000
ES-42	2040	8	Pilot Mountain Rd / Ridge Rd	9,198	\$1,104,000	\$1,324,000	\$1,589,000
ES-43	2040	8	Union Hill Rd / Union Hill Church Rd	10,396	\$1,247,000	\$1,497,000	\$1,796,000
ES-44	2040	8	Stepp Mill Rd/ Big Oak Rd / Chestnut Stump Rd	9,341	\$1,121,000	\$1,345,000	\$1,614,000
F-7	2040	12	Hoopers Creed Rd	8,329	\$1,166,000	\$1,399,000	\$1,679,000
F-8	2040	12	Lindsey Loop Rd	5,342	\$748,000	\$897,000	\$1,077,000
F-9	2040	8	Lindsey Loop and North	14,907	\$1,789,000	\$2,147,000	\$2,576,000
F-10	2040	8	Hoopers Creek Rd	3,545	\$425,000	\$511,000	\$613,000
F-11	2040	8	Terrys Gap Rd	3,620	\$434,000	\$521,000	\$626,000
F-12	2040	8	Livingston Rd / Mountain Laurel Ln	8,511	\$1,021,000	\$1,226,000	\$1,471,000
F-13	2040	8	Howard Gap Rd / Hutch Mountain Rd	16,701	\$2,004,000	\$2,405,000	\$2,886,000
F-14	2040	8	Hutch Mountain Rd	3,885	\$466,000	\$559,000	\$671,000
SCF-8	2040	8	Berea Church Rd	705	\$85,000	\$101,000	\$122,000
SCF-9	2040	6	Mine Gap Rd	2,826	\$283,000	\$339,000	\$407,000
M2-26	2040	8	S Allen Rd	3,555	\$427,000	\$512,000	\$614,000
M2-27	2040	8	N Main St	3,031	\$364,000	\$436,000	\$524,000
M2-28	2040		DOT future greenway between Shepherd St & New Hope Rd	3,625	\$435,000	\$522,000	\$626,000

Table A-3: Smaller Projects Probable Cost

ID	CIP Year	Size, in	Location	Length, ft.	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
CZ-2	2040	6	From Claremont Dr to Mine Gap, north and south on Mine Gap	6,834	\$683,000	\$820,000	\$984,000
SL-5	2040	8	Zirconia Rd North to end of pressures zone	3,596	\$432,000	\$518,000	\$621,000
SL-6	2040	8	From Huggins across US 25 Hwy west	13,058	\$1,567,000	\$1,880,000	\$2,256,000
SL-7	2040	8	Little Man Lodger Dr / Bell Mountain Rd	8,159	\$979,000	\$1,175,000	\$1,410,000
KG-4	2040	6	Pinnacle Mountain Rd	5,551	\$555,000	\$666,000	\$799,000
OD-1	2040	8	Connection from Kenmure Railpen Gap to Old Distillery to PRV	1,869	\$243,000	\$292,000	\$350,000
OD-2	2040	8	From Lake Falls Rd & Old Distillery Rd to PRV	5,868	\$723,000	\$868,000	\$1,041,000
CC-5	2040	8	Holiday Dr Loop	8,797	\$1,056,000	\$1,267,000	\$1,520,000
CC-6	2040	8	Walnut Cove Rd loop	11,101	\$1,332,000	\$1,598,000	\$1,918,000
CC-7	2040	8	Evans Rd from Crab Creek to boundary with Evans	9,798	\$1,176,000	\$1,411,000	\$1,693,000
CC-8	2040	8	From CC-3 to Jeter Mountain Rd	11,983	\$1,432,000	\$1,718,000	\$2,061,000
ER-1	2040	8	Evans HSP to boundary with Crab Creek	15,229	\$1,827,000	\$2,193,000	\$2,632,000
ER-2	2040	8	Kanuga Ridge	3,911	\$469,000	\$563,000	\$676,000
DM-1	2040	8	Davis Mountain Rd	15,345	\$1,841,000	\$2,210,000	\$2,652,000
DM-2	2040	8	Apple Blossom Rd	8,764	\$1,052,000	\$1,262,000	\$1,514,000
HW-1	2040	8	Extend Highlander Woods Zone along Brookside Camp Rd to Salisbury Rd	10,180	\$1,222,000	\$1,466,000	\$1,759,000
MBC-1	2040	8	Brookside Camp Rd	2,129	\$255,000	\$307,000	\$368,000
MBC-2	2040	8	Whispering Hills Dr	4,613	\$554,000	\$664,000	\$797,000
BC-1	2040	8	Brookside / Centerway / Burge Mtn/ Beechwood Lakes	15,105	\$1,813,000	\$2,175,000	\$2,610,000
BM-1	2040	8	Burge Mtn / Sunlight Ridge	10,549	\$1,266,000	\$1,519,000	\$1,823,000
HM-1	2040	8	Hutch Mountain Rd	10,764	\$1,292,000	\$1,550,000	\$1,860,000
OT-1	2040	8	Old Timey Pl	3,225	\$387,000	\$464,000	\$557,000

1. 2017 \$\$
2. 20% Engineering; 20% Contingencies

Table A-4: New Storage Tank

Name	Volume (MG)	Ground Elevation (ft.)	Height (ft.)	Diameter (ft.)	Overflow (ft.)	CIP Year	Unit Cost of Construction ¹ (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
BAY LAUREL	0.16	2679	42	25	2721	2020	\$320,000	\$384,000	\$461,000
ETOWAH	0.5	2407	33	50	2440	2020	\$552,000	\$662,400	\$795,000
CUMMINGSCOVE	0.14	2535	37	25	2572	2025	\$288,000	\$345,600	\$415,000
FLETCHER	1	2390	30	75	2420	2025	\$900,000	\$1,080,000	\$1,296,000
FOSTER HILL	0.15	2435	42	25	2477	2025	\$320,000	\$384,000	\$461,000
GLASSY MNT	0.5	2372	33	50	2404	2025	\$368,000	\$441,600	\$530,000
LAUREL PARK	0.15	2484	33	25	2517	2025	\$266,000	\$319,200	\$383,000
SUMMIT LANDING	0.2	2318	32	33	2350	2025	\$368,000	\$441,600	\$530,000
WILLOW PEAK	0.15	2388	32	28	2420	2035	\$292,000	\$350,400	\$420,000

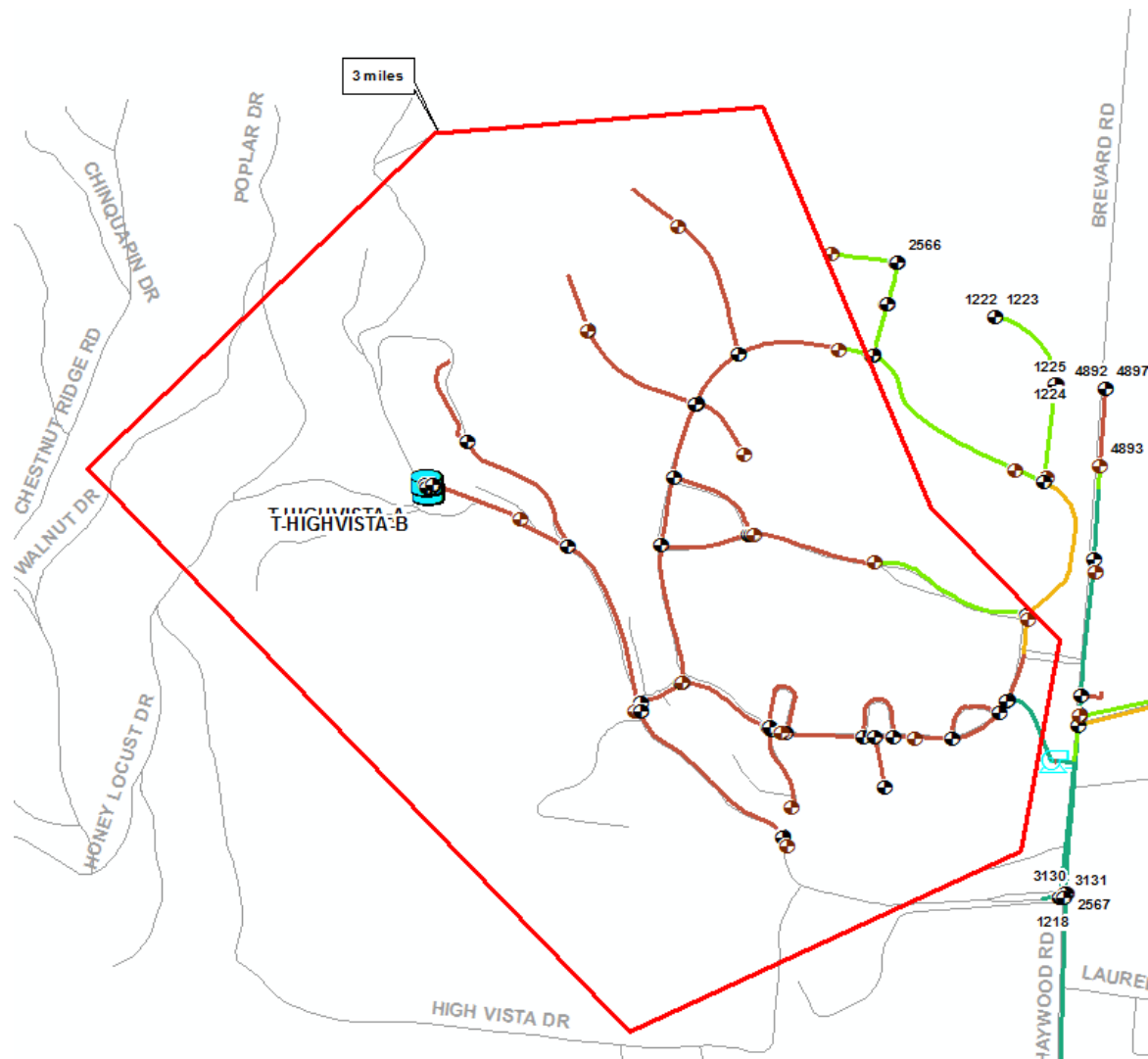
1. 2017 \$\$ Tank, Foundation, Piping and Sales Tax on Materials; added 10% to account for land purchase, road access and grading; 20% Engineering; 20% Contingencies
2. 20% Engineering; 20% Contingencies

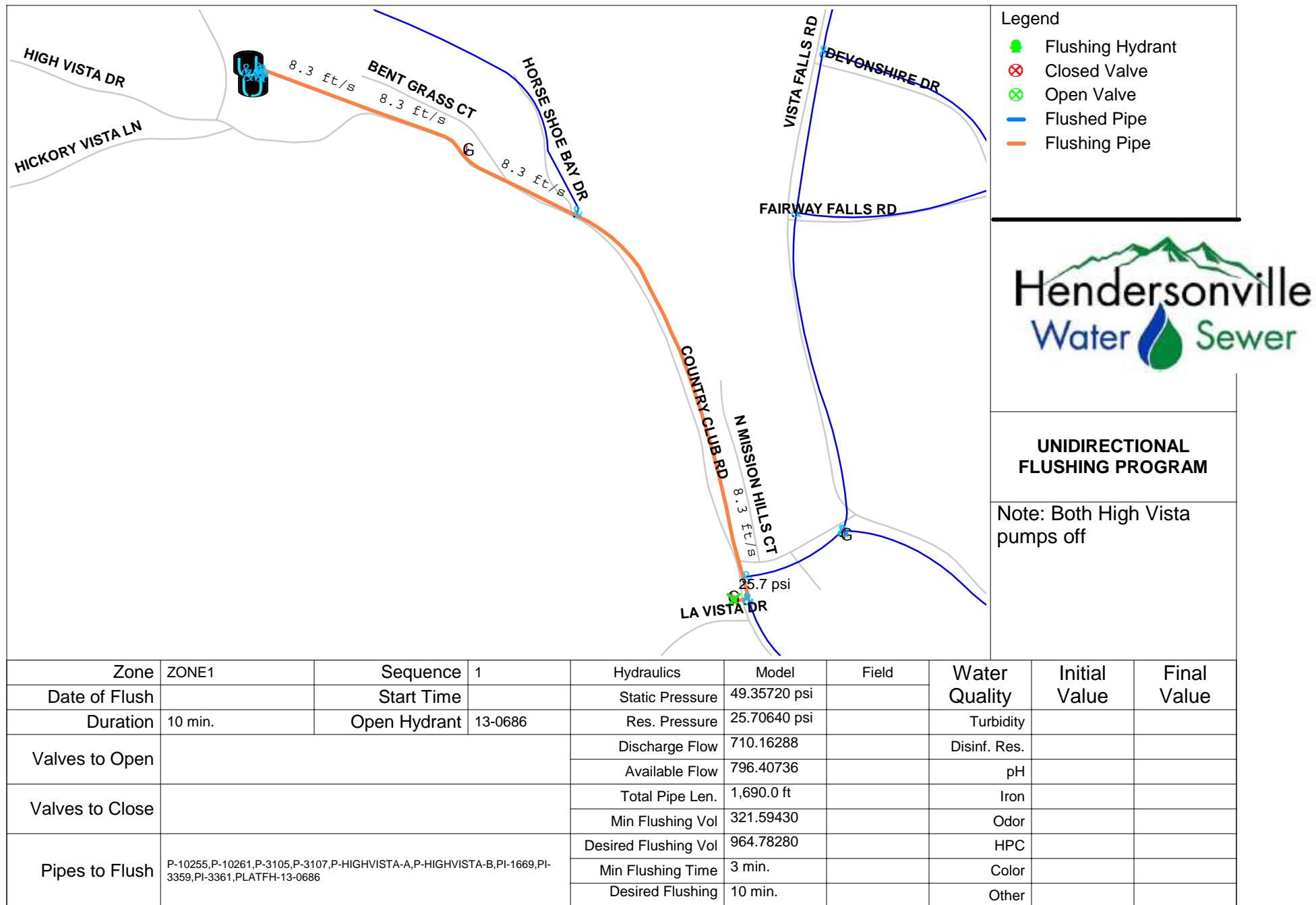
Table A-5: New Pump Stations

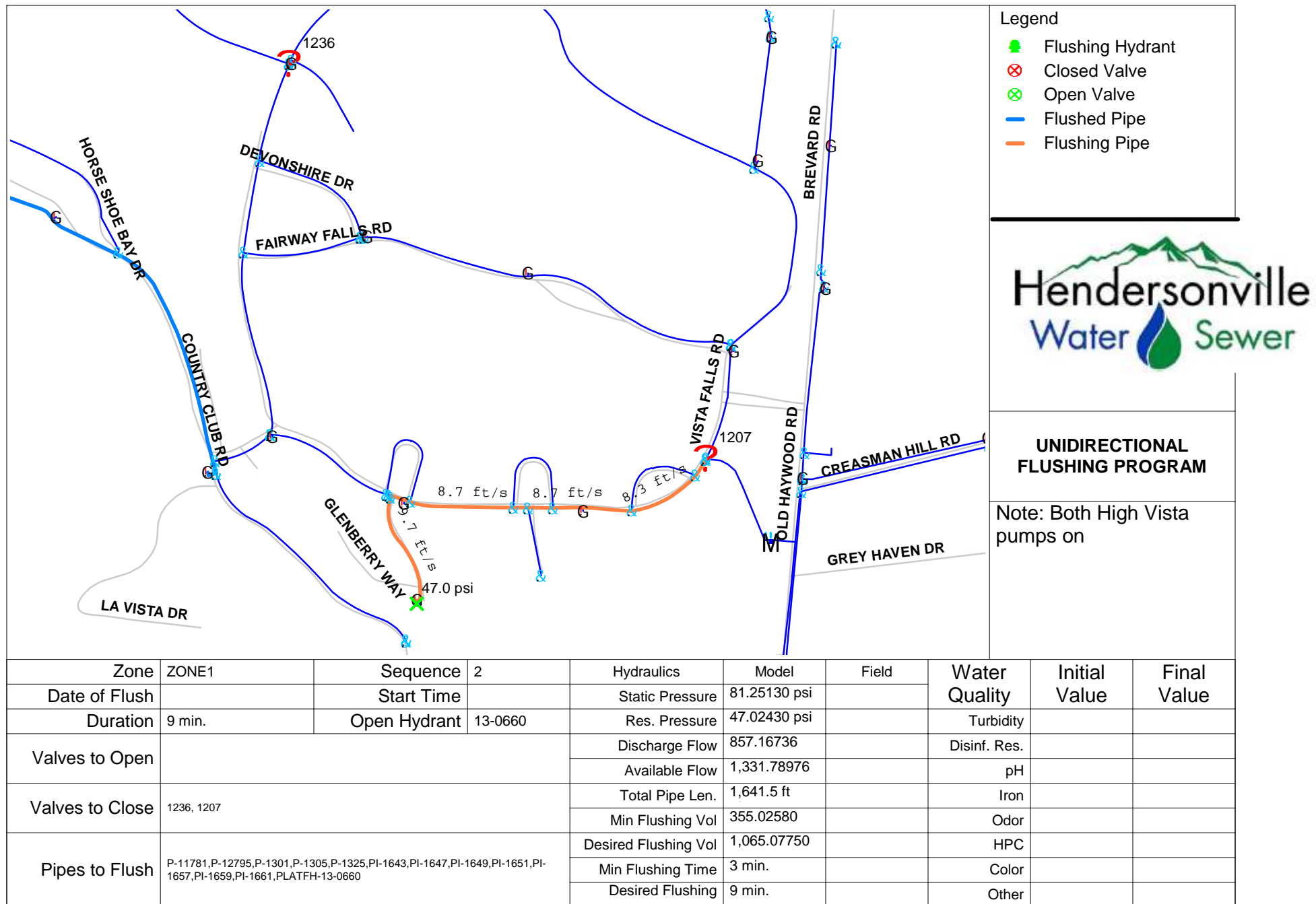
Name	Design Flow (gpm)	Design Head (ft.)	Pumps to Tank	CIP Year	Unit Cost of Construction (\$)	Unit Cost of Construction + Engineering (\$)	Unit Cost of Construction + Engineering + Contingencies (\$)
BAY LAUREL	90	168	yes	2020	\$250,000	\$300,000	\$360,000
ETOWAH			yes	2020			By others
HUNTERS	250	370	yes	2020	\$300,000	\$360,000	\$432,000
TALL PINES	90	20	no	2020	\$250,000	\$300,000	\$360,000
FLETCHER	1750	110	yes	2025			By others
BALFOUR	1400	253	yes	2025	\$750,000	\$900,000	\$1,080,000
CRAB CREEK	104	80	yes	2025	\$250,000	\$300,000	\$360,000
CRAIL FARM	1400	132	yes	2025	\$750,000	\$900,000	\$1,080,000
MARLEY DR	220	180	no	2025	\$300,000	\$360,000	\$432,000
EVANS RD	120	180	no	2035	\$250,000	\$300,000	\$360,000
RED TOP	210	90	yes	2035	\$250,000	\$300,000	\$360,000
BROOKSIDE	260	80	no	2040	\$300,000	\$360,000	\$432,000
BURGE MNT	220	175	no	2040	\$300,000	\$360,000	\$432,000
CRAB CREEK 2	100	220	no	2040	\$250,000	\$300,000	\$360,000
DAVIS MNT	230	300	no	2040	\$300,000	\$360,000	\$432,000
HOLIDAY DR	95	140	no	2040	\$250,000	\$300,000	\$360,000
HUTCH MNT	140	175	no	2040	\$250,000	\$300,000	\$360,000
KANUGA RIDGE	100	85	no	2040	\$250,000	\$300,000	\$360,000
OLD DISTILLERY	30	190	no	2040	\$250,000	\$300,000	\$360,000
OLD TIMEY	40	100	no	2040	\$250,000	\$300,000	\$360,000

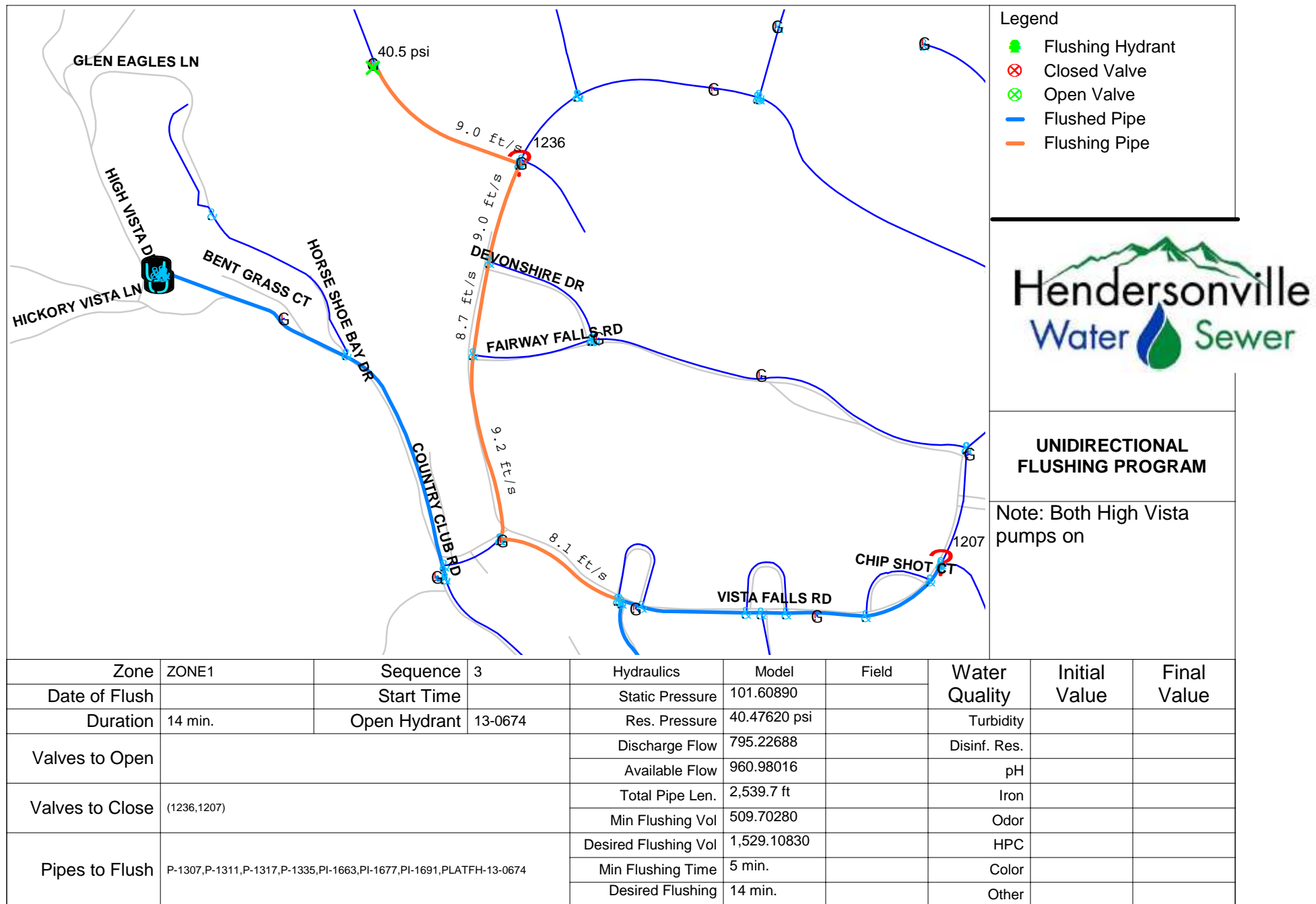
1. 2017 \$\$ Building include two pumps, VFD's, meter, manual transfer switch, valving, vinyl siding and a seamed metal roof
2. 20% Engineering; 20% Contingencies

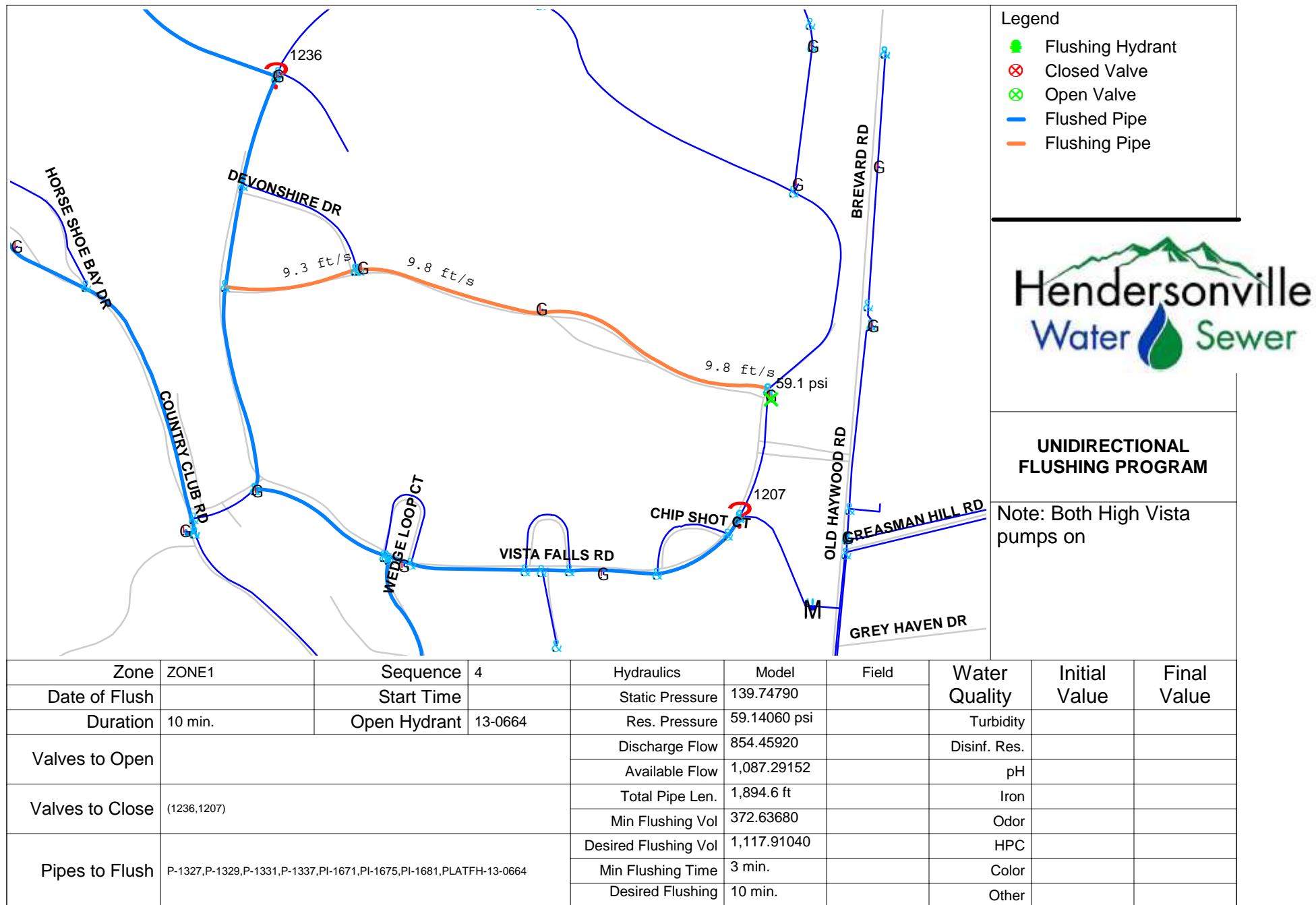
Zone 1

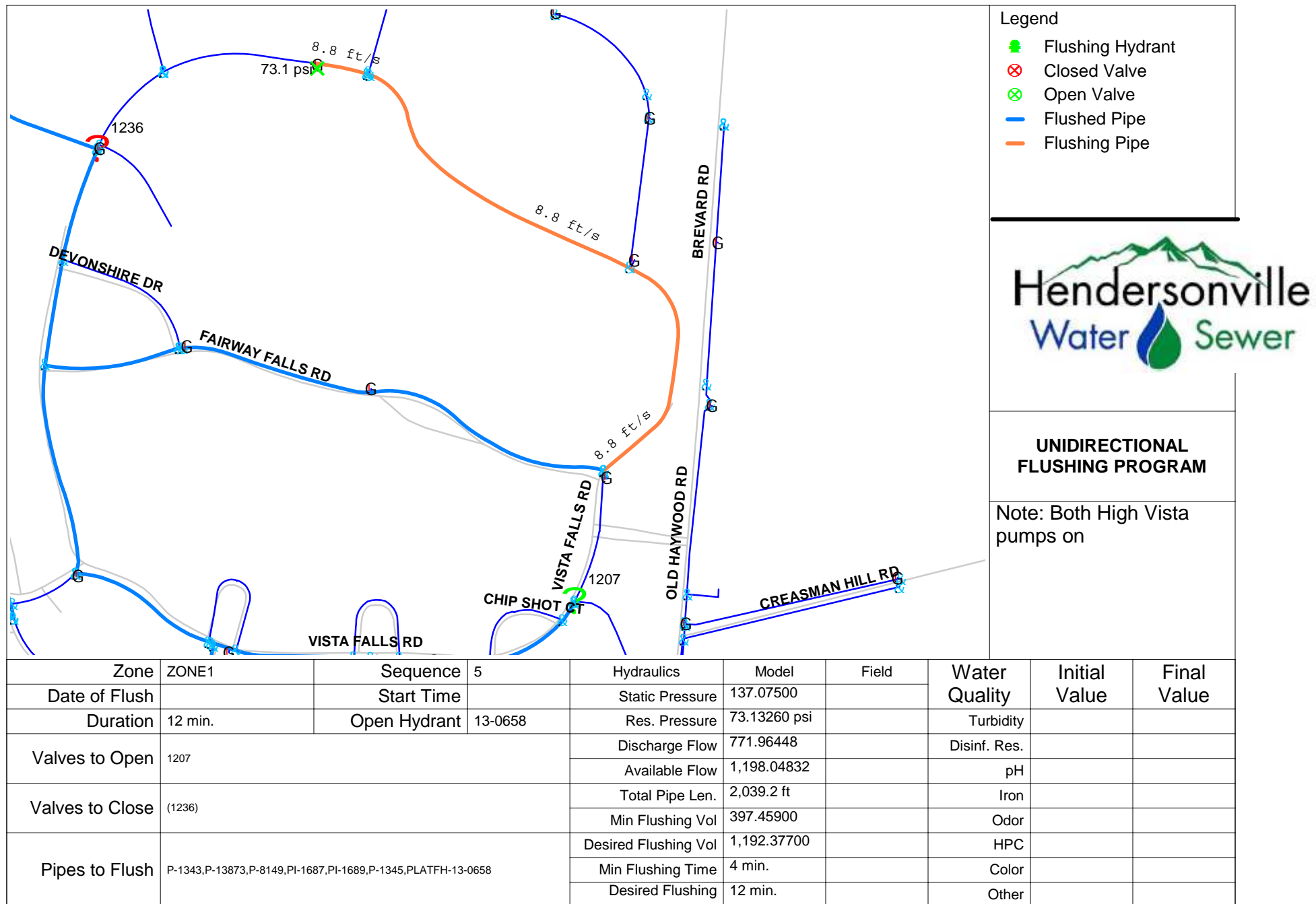


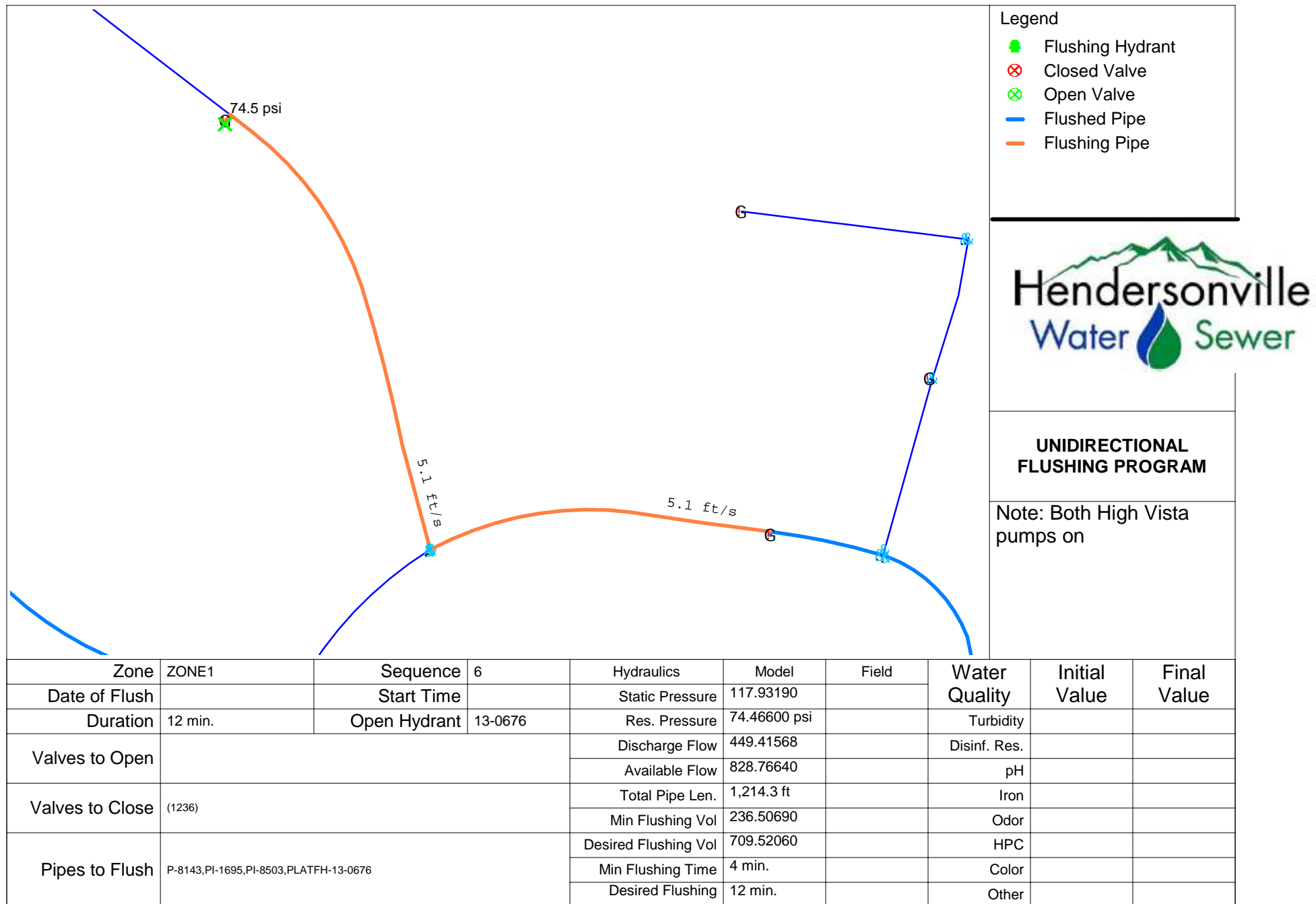


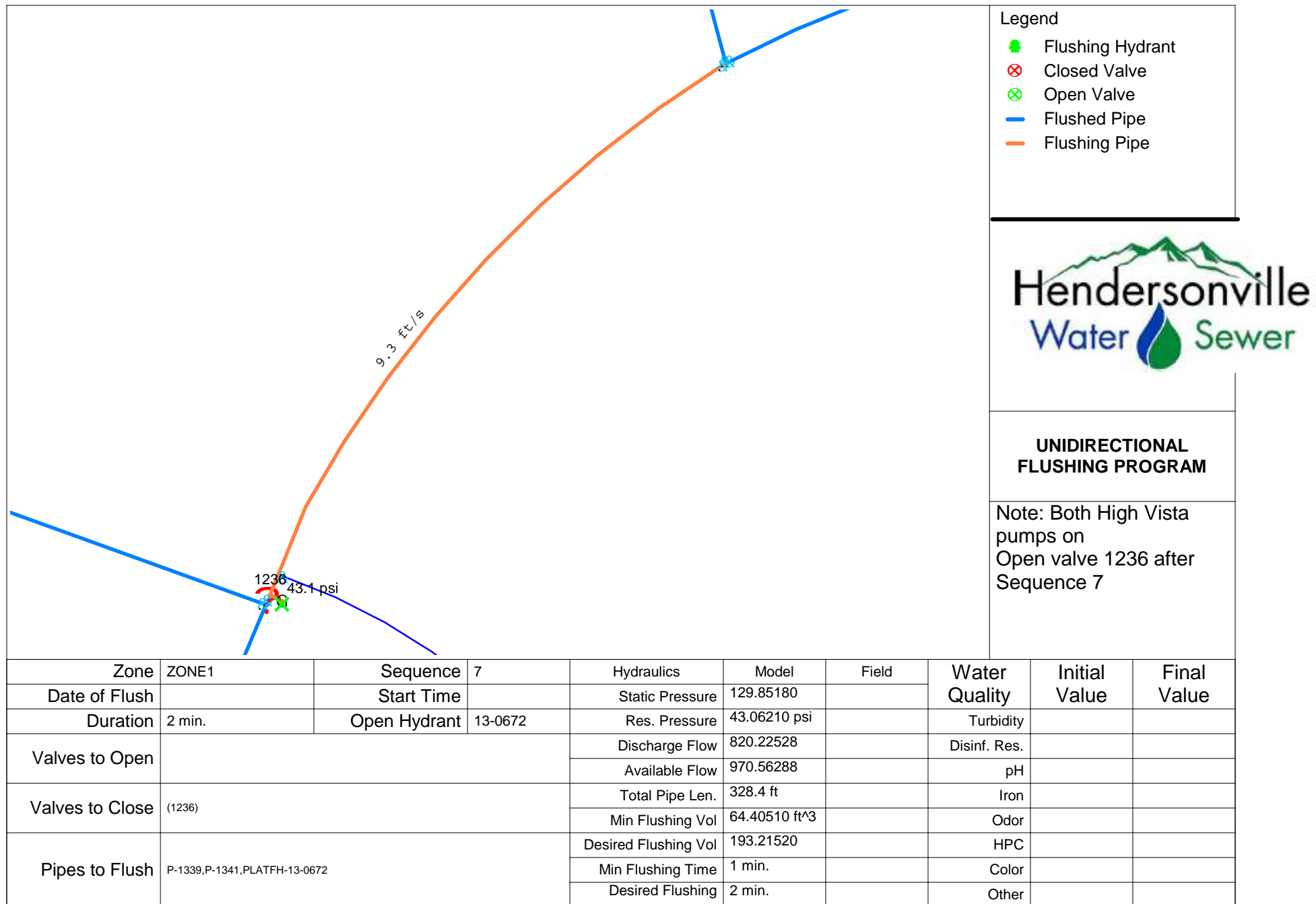






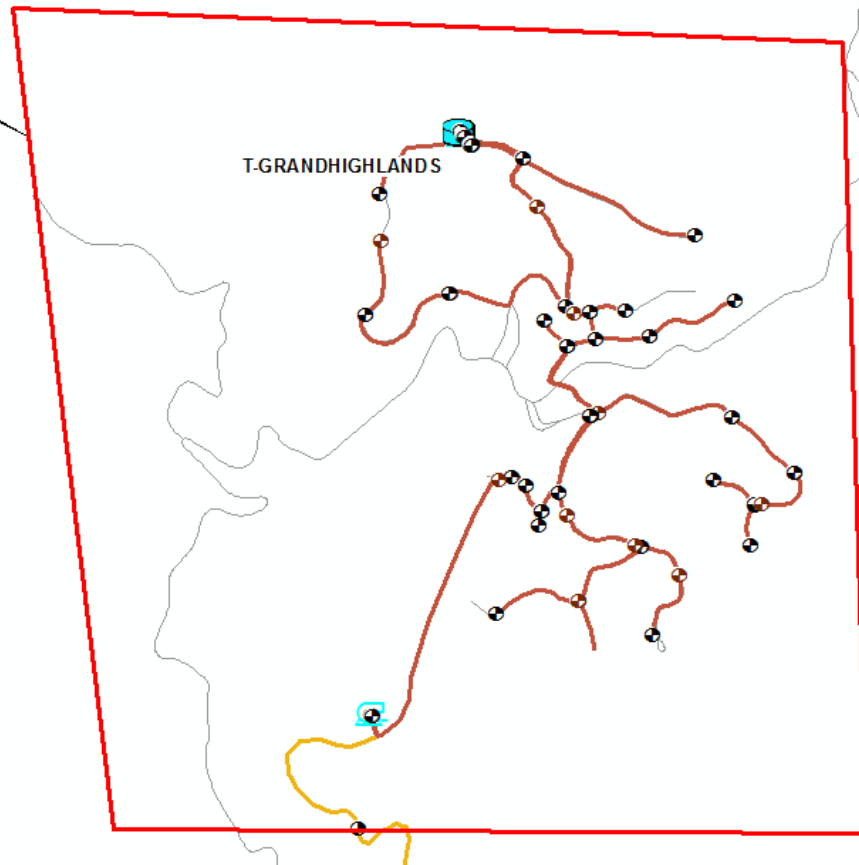


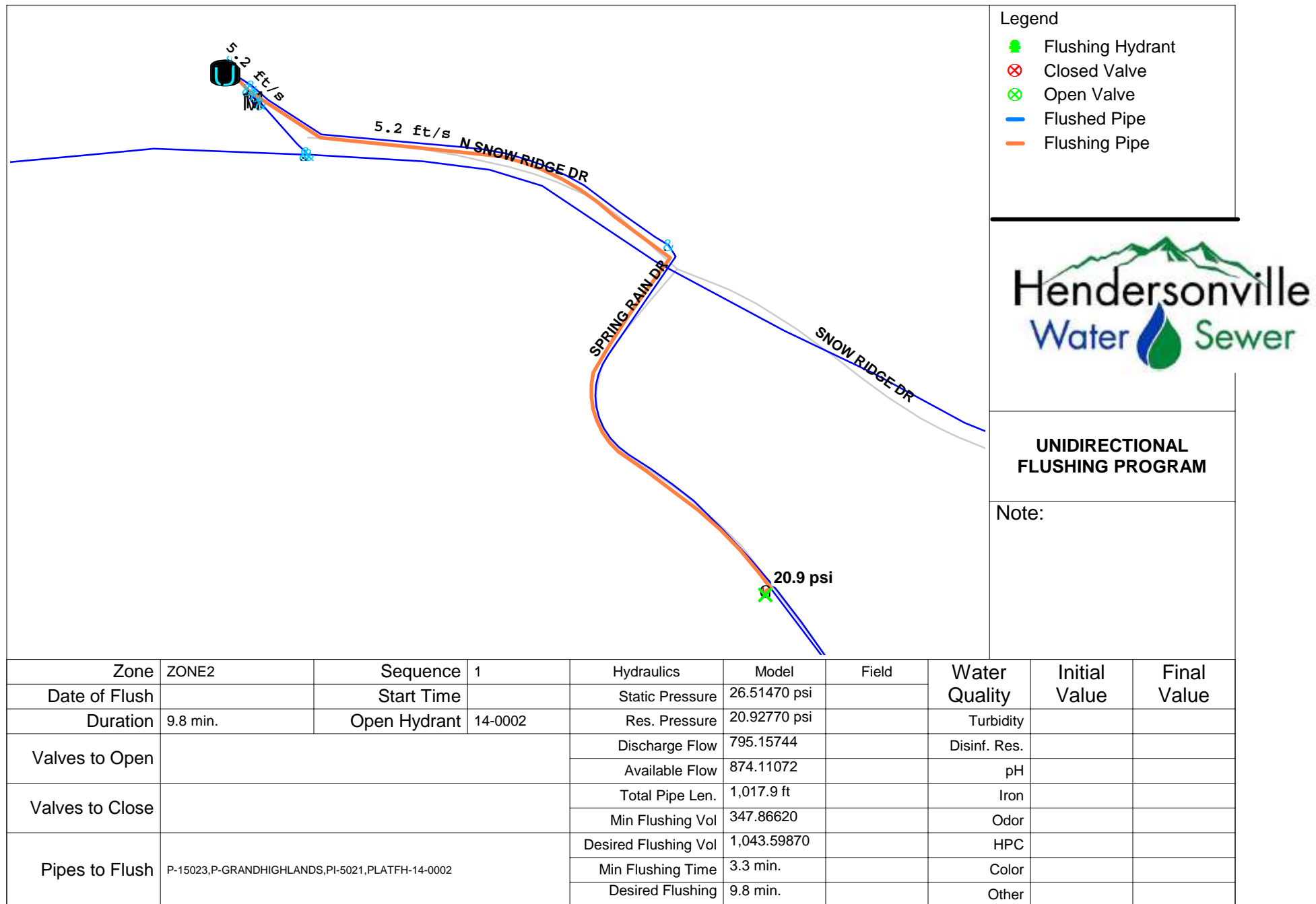


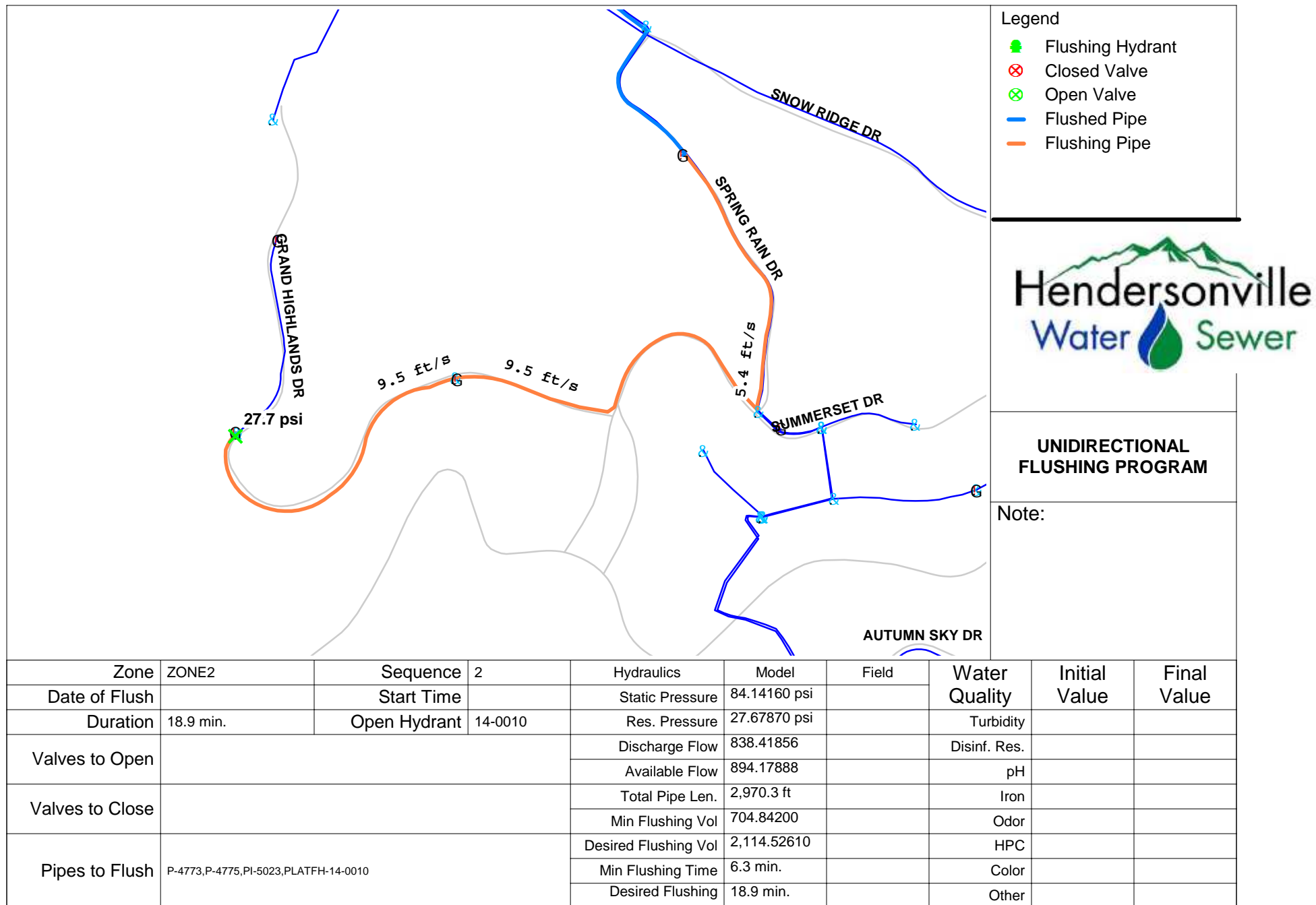


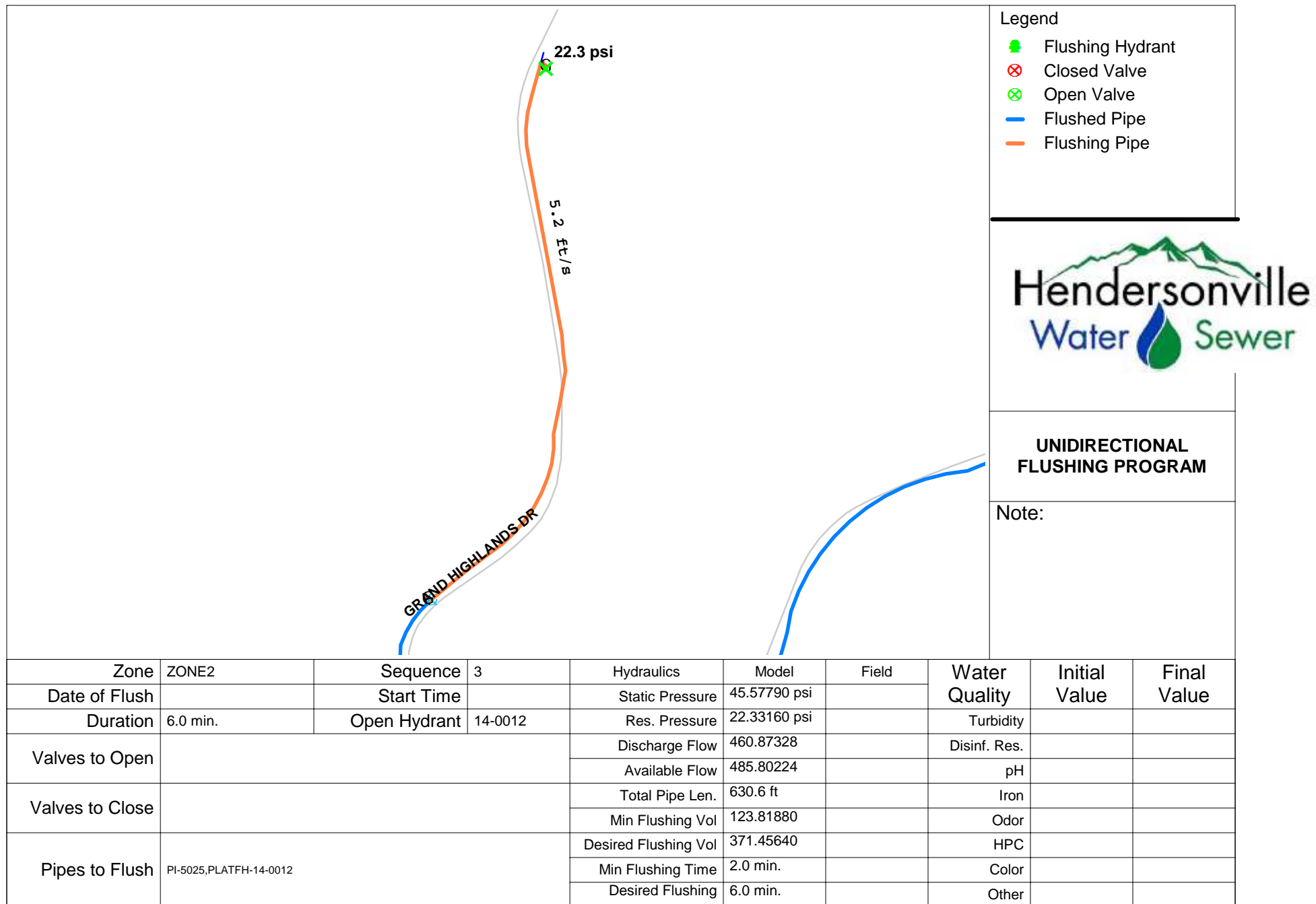
Zone 2

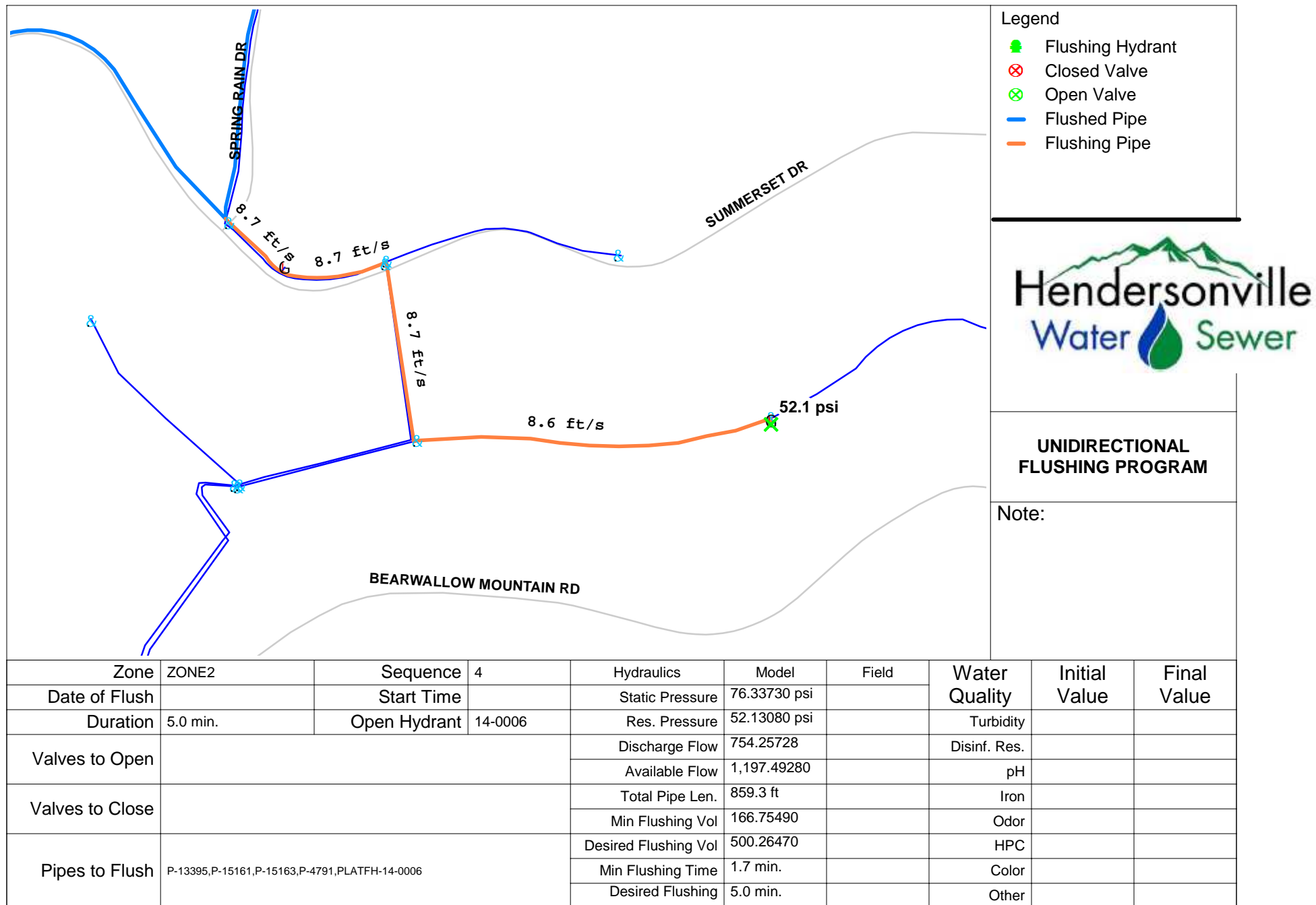
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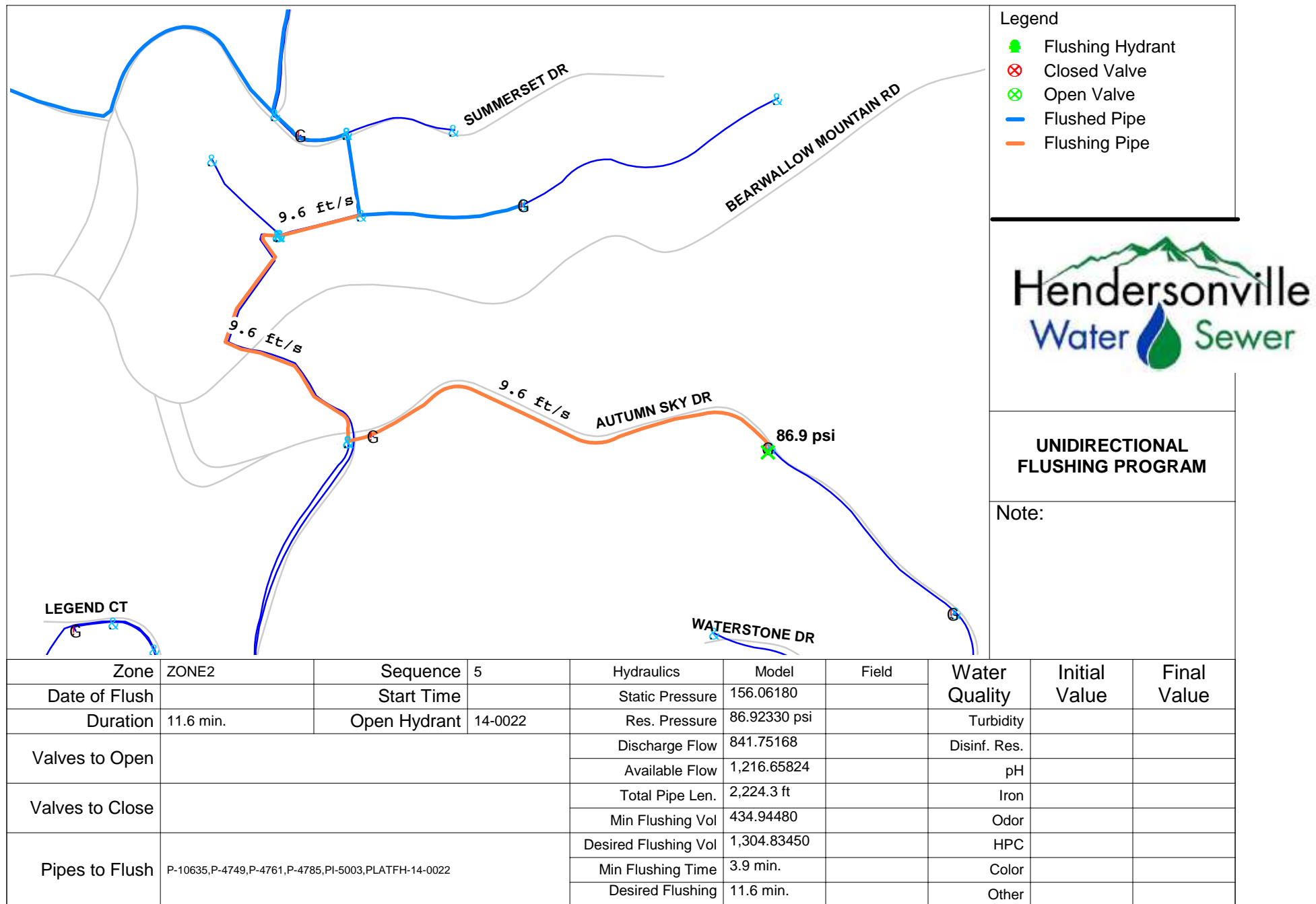


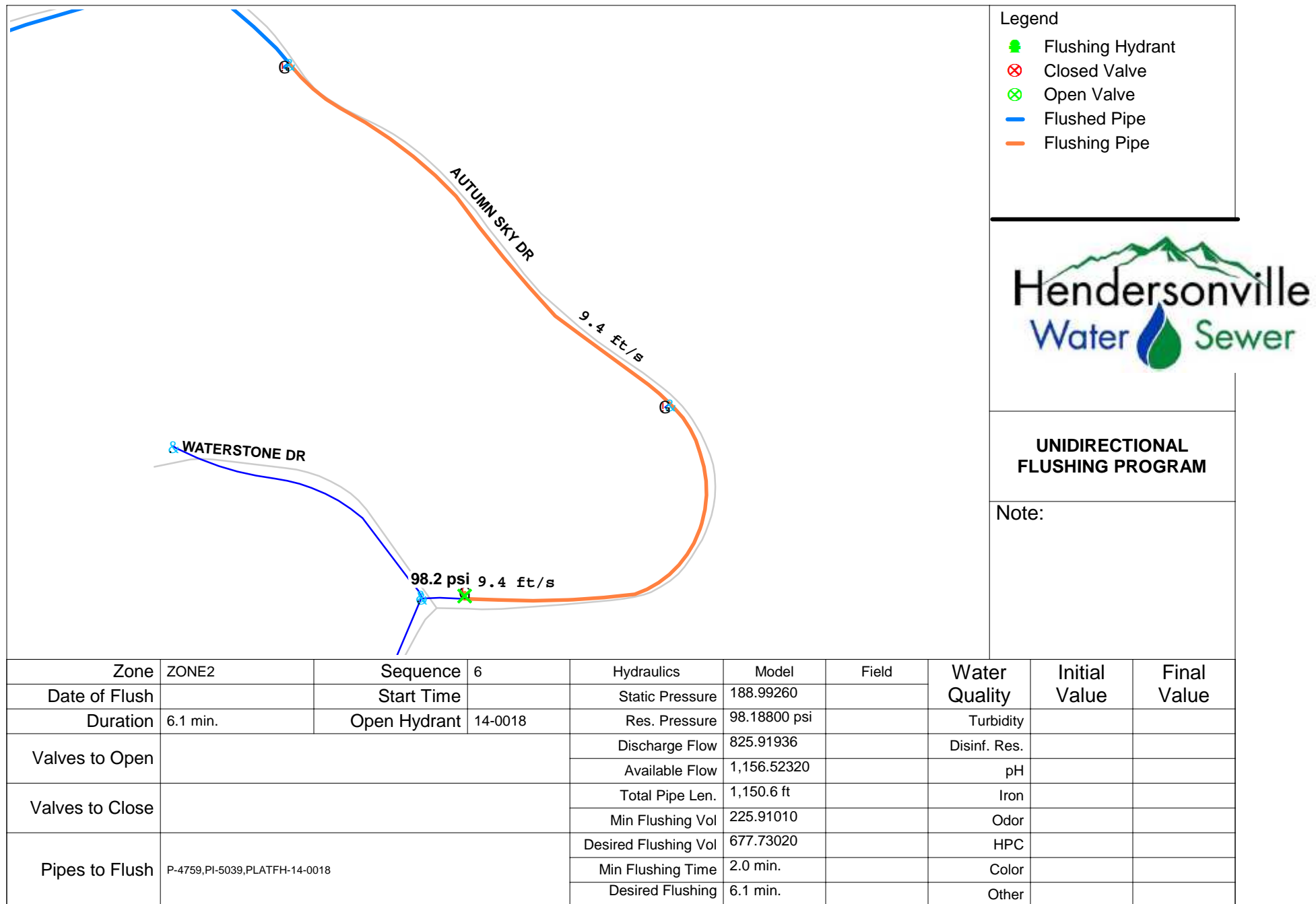


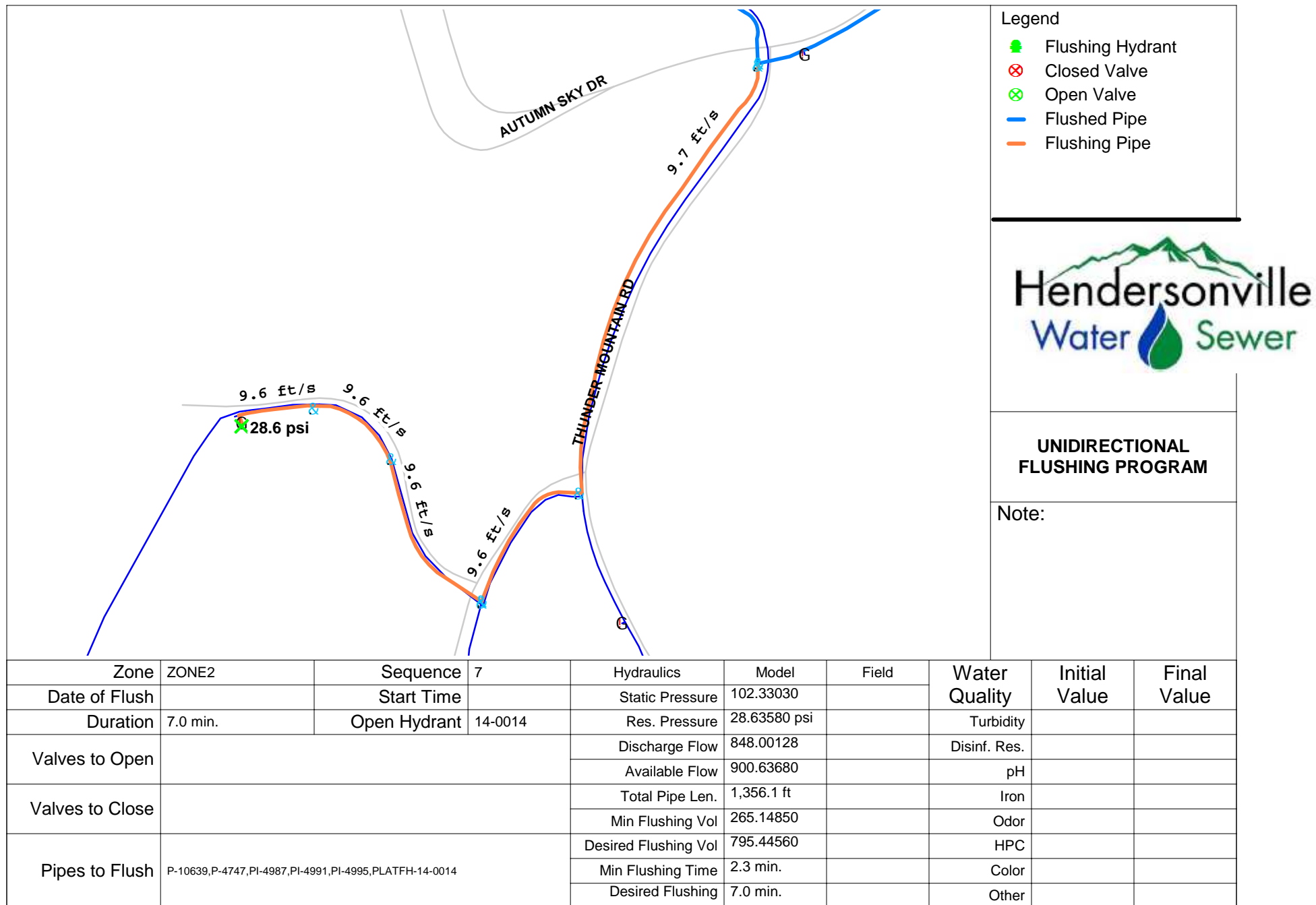


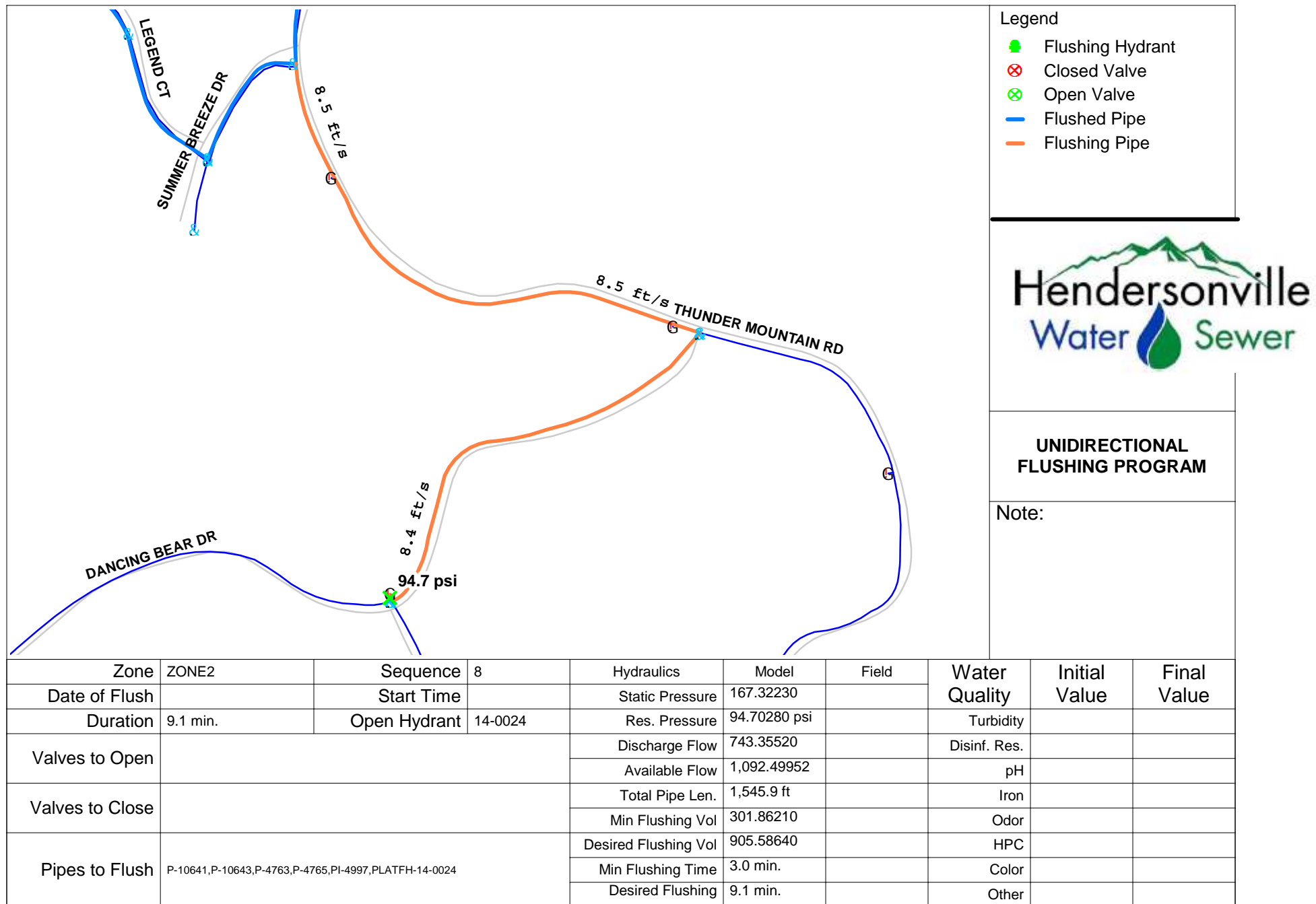


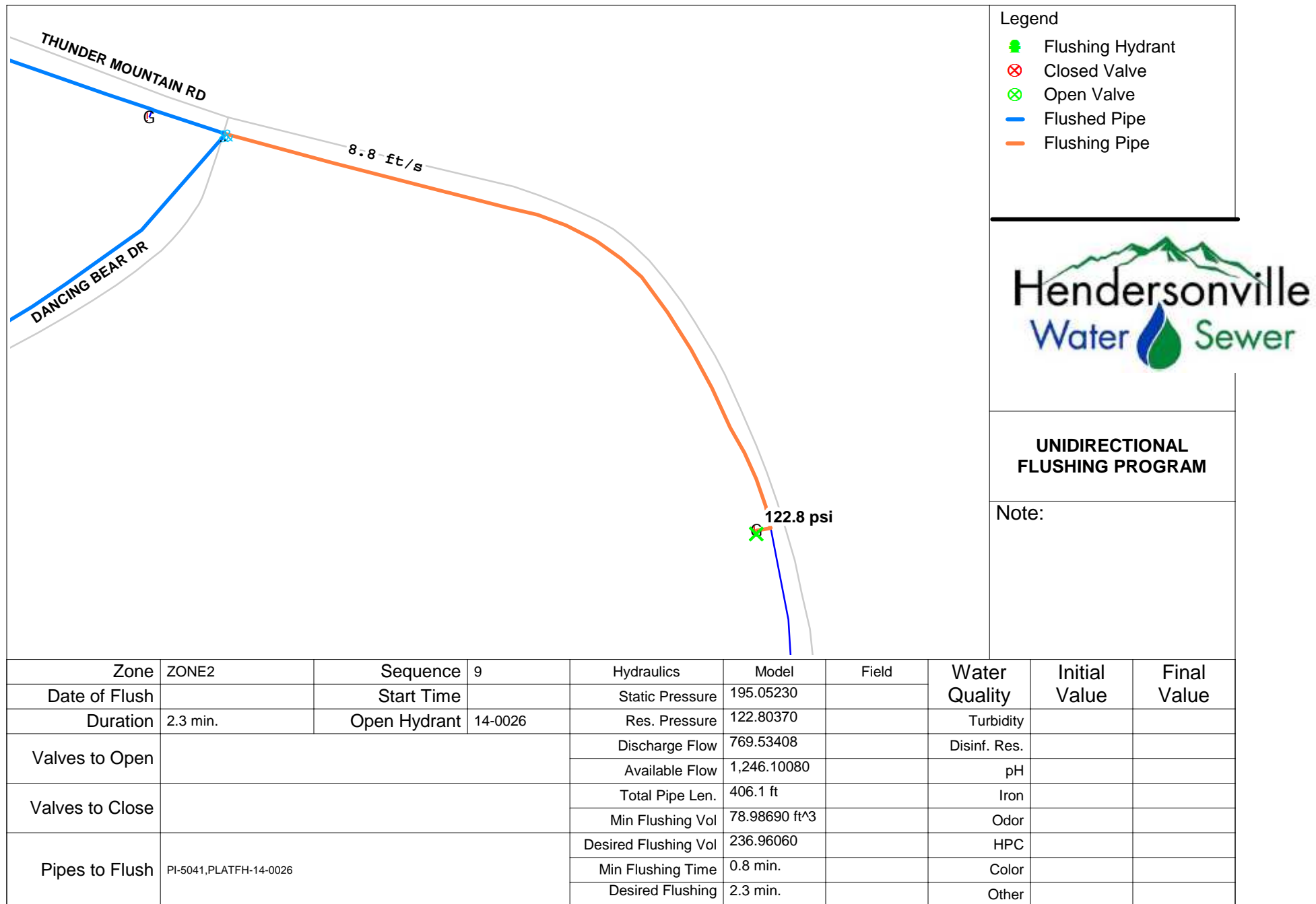




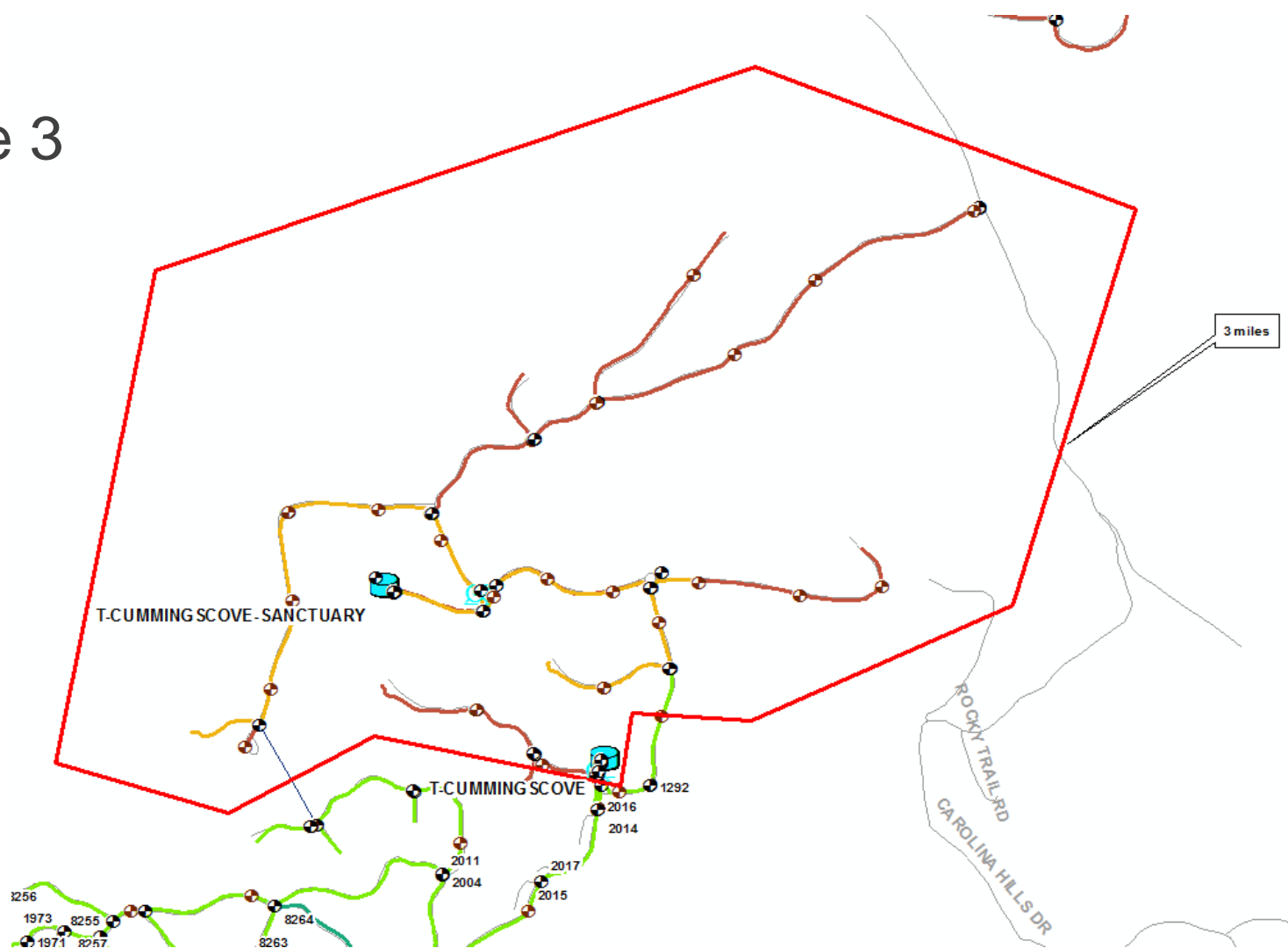


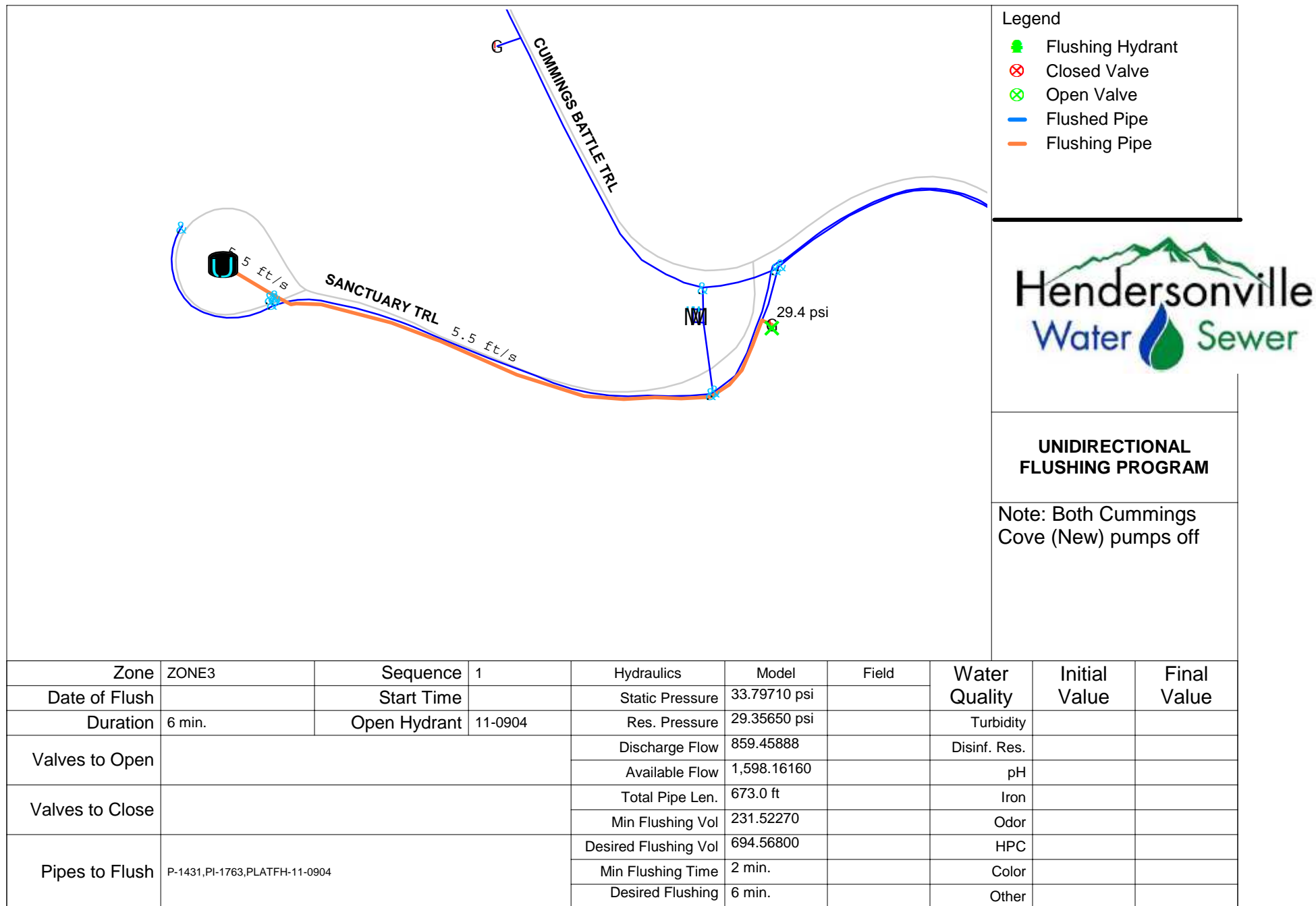


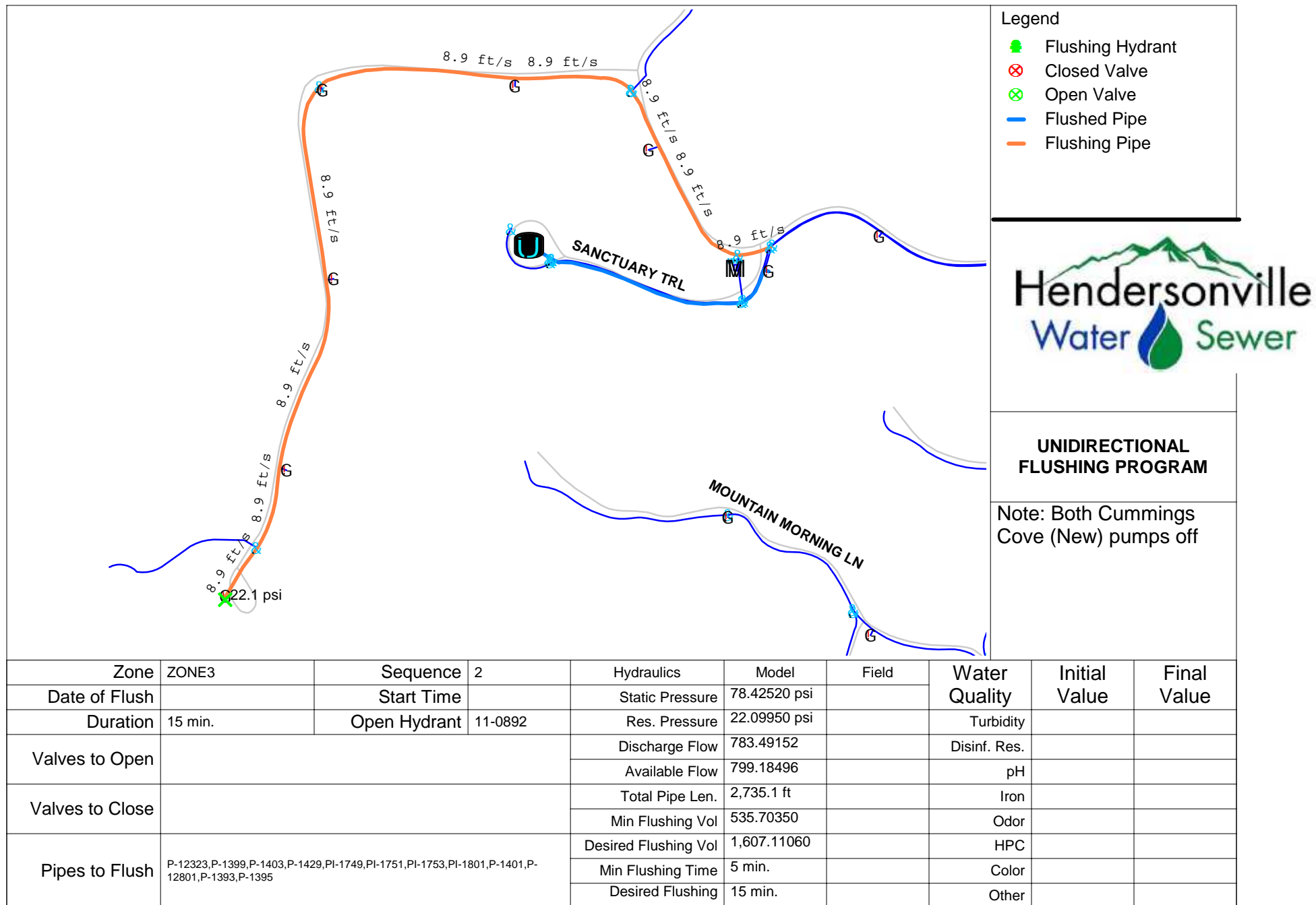


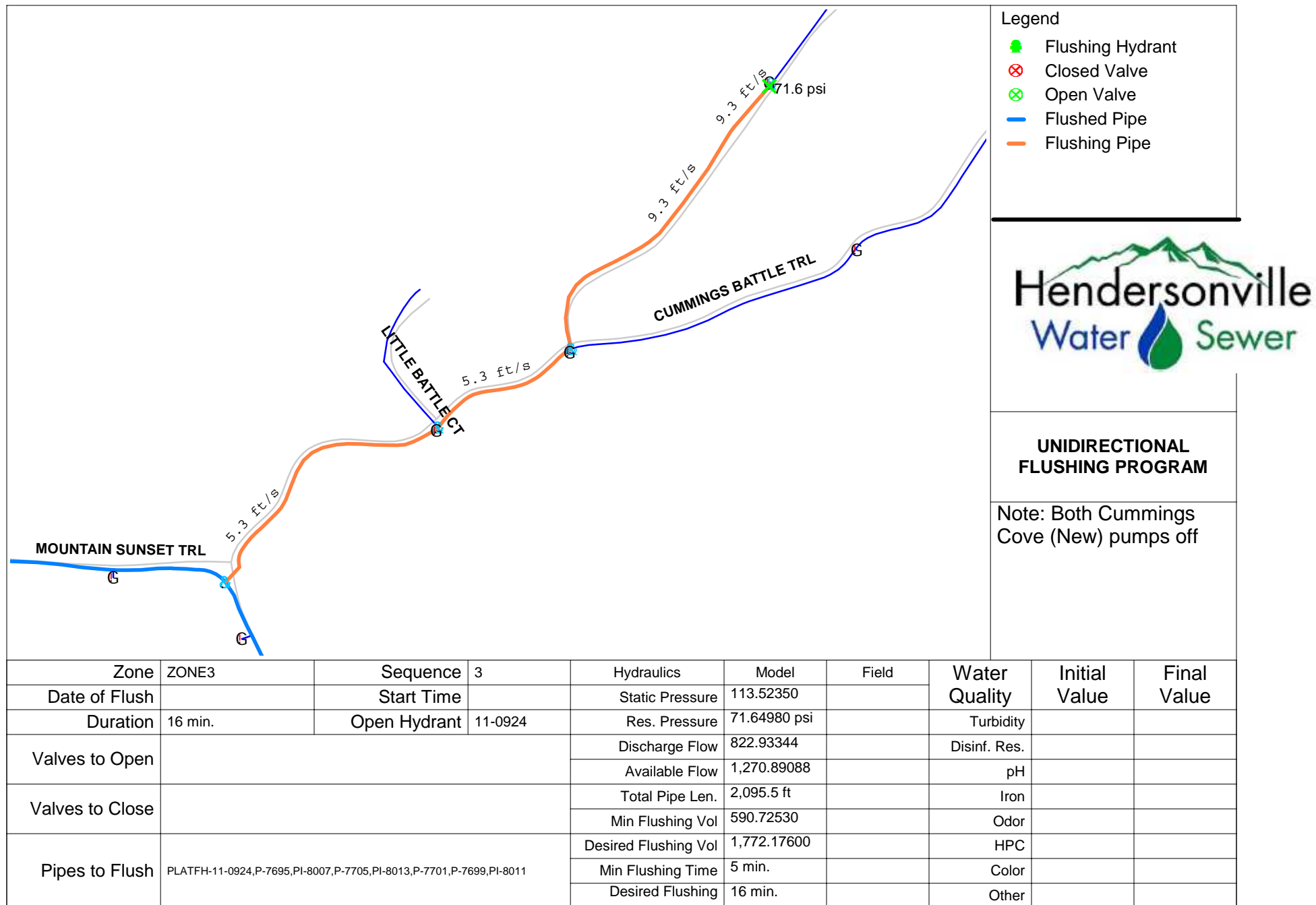


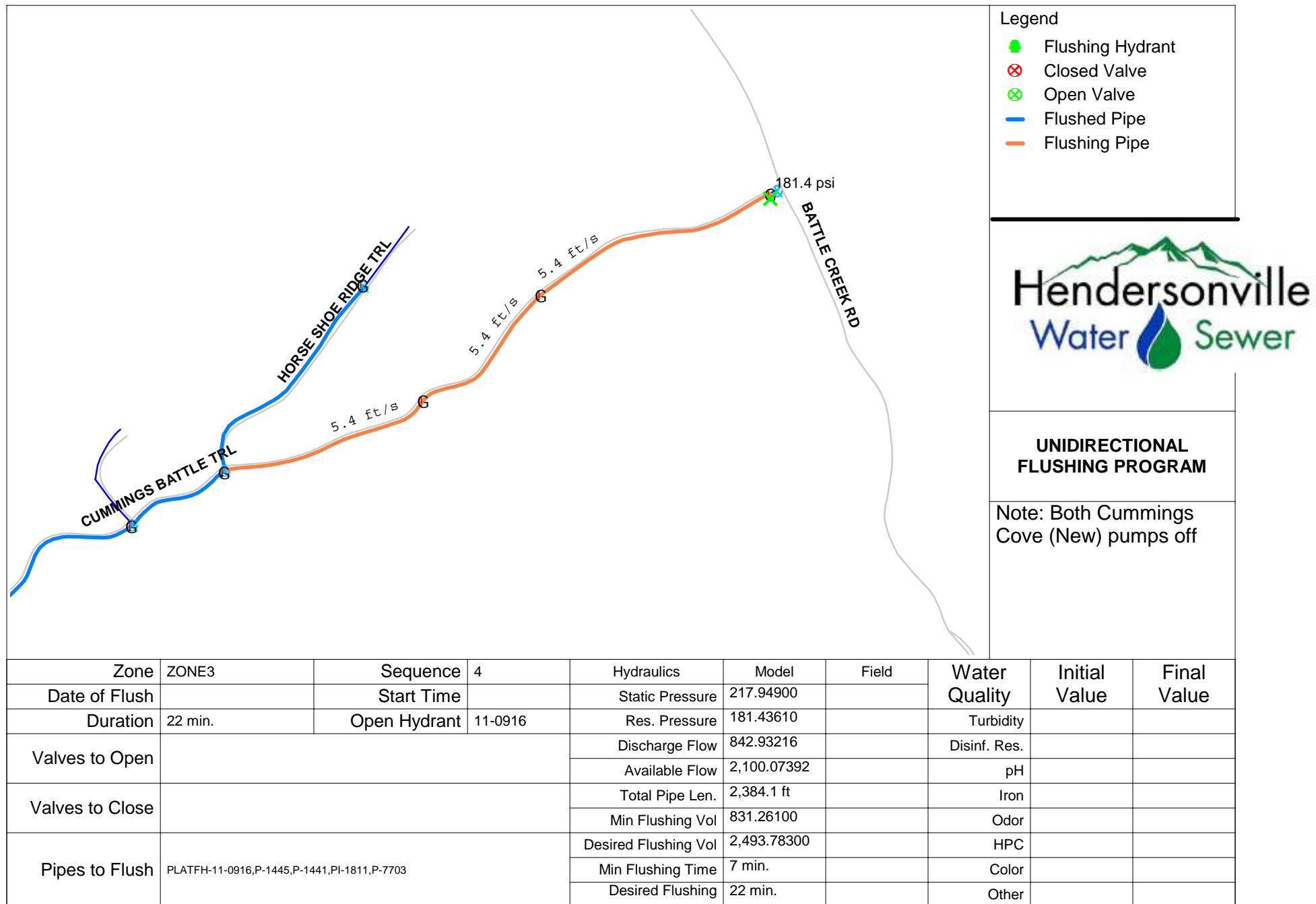
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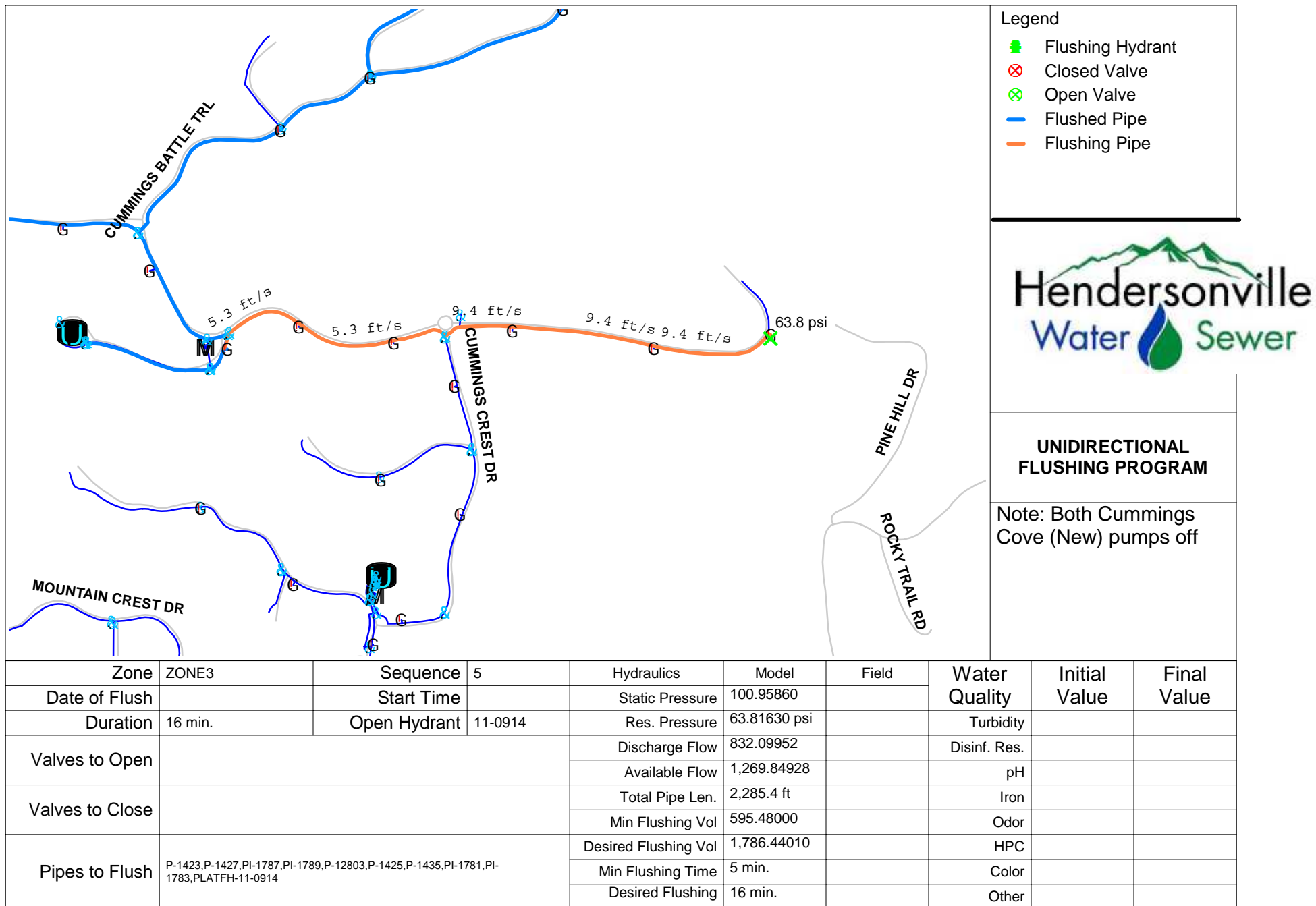


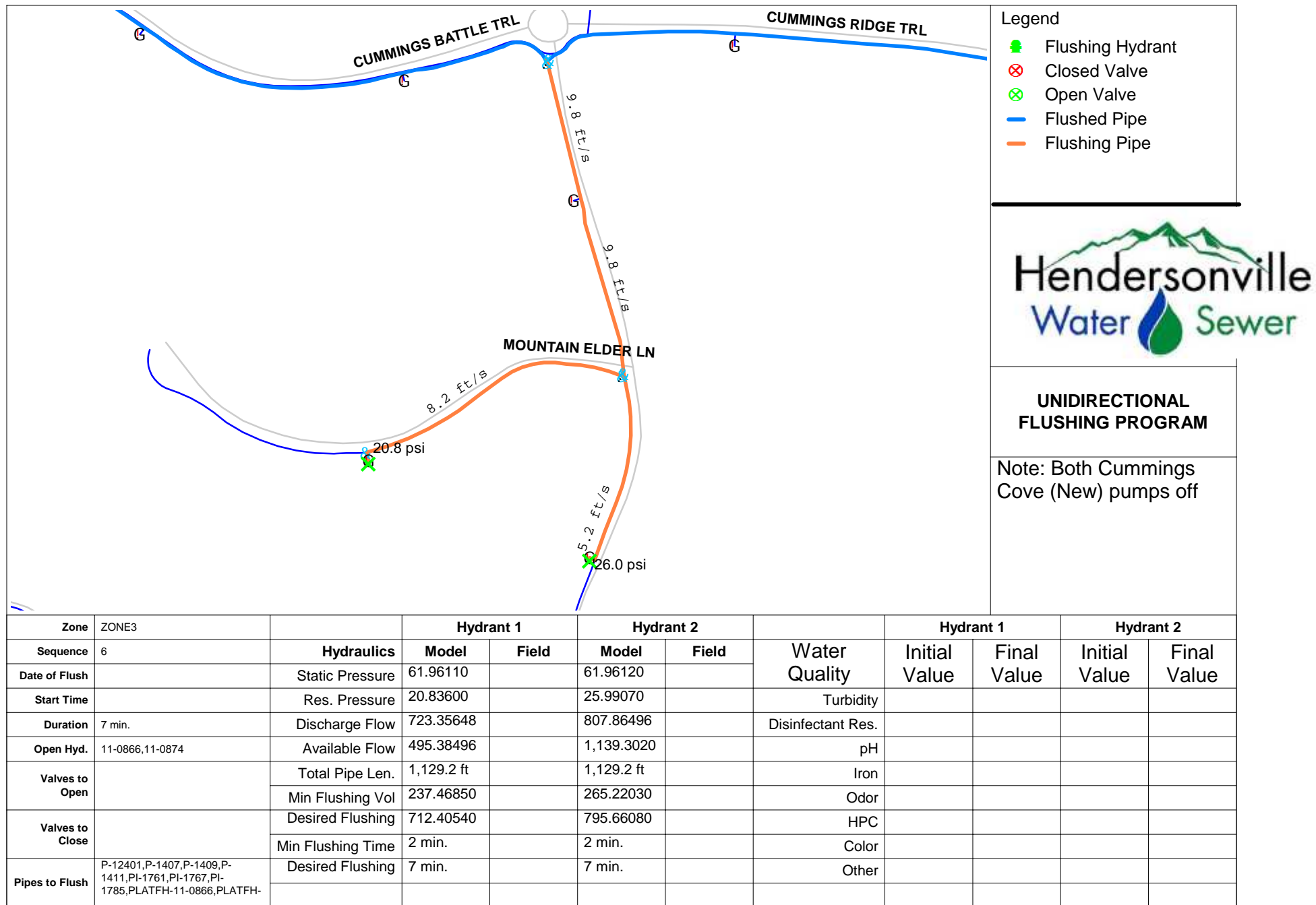


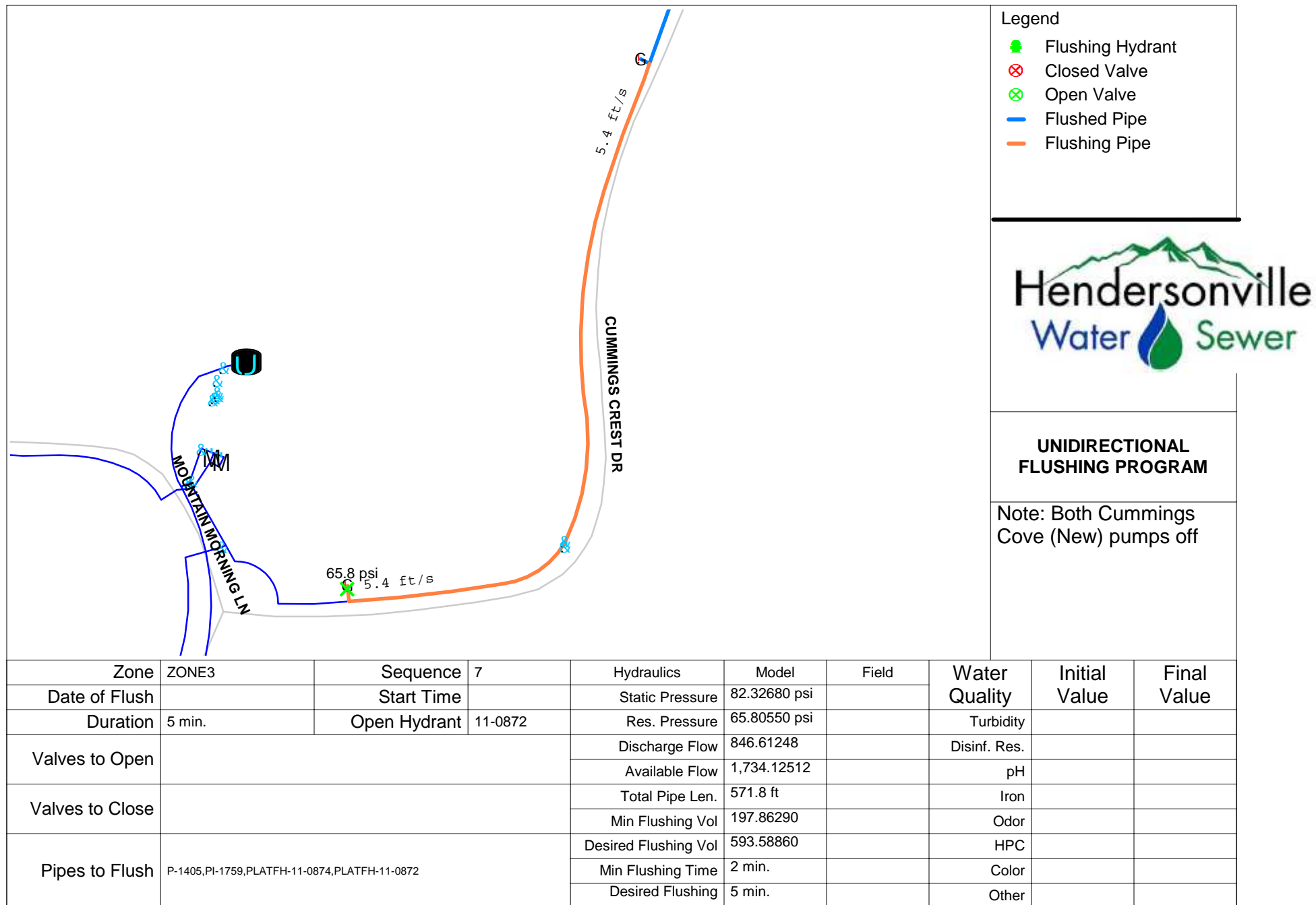


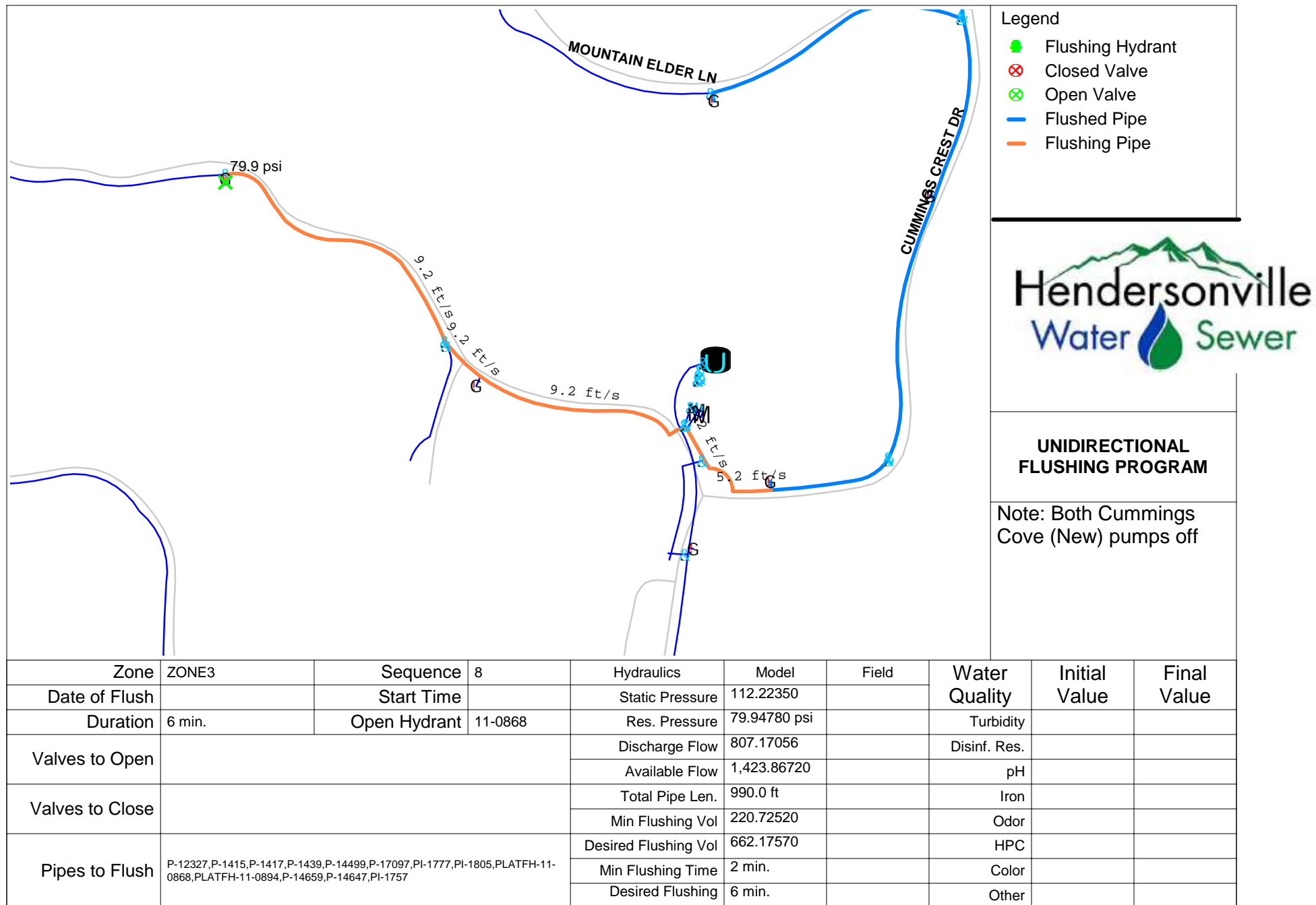




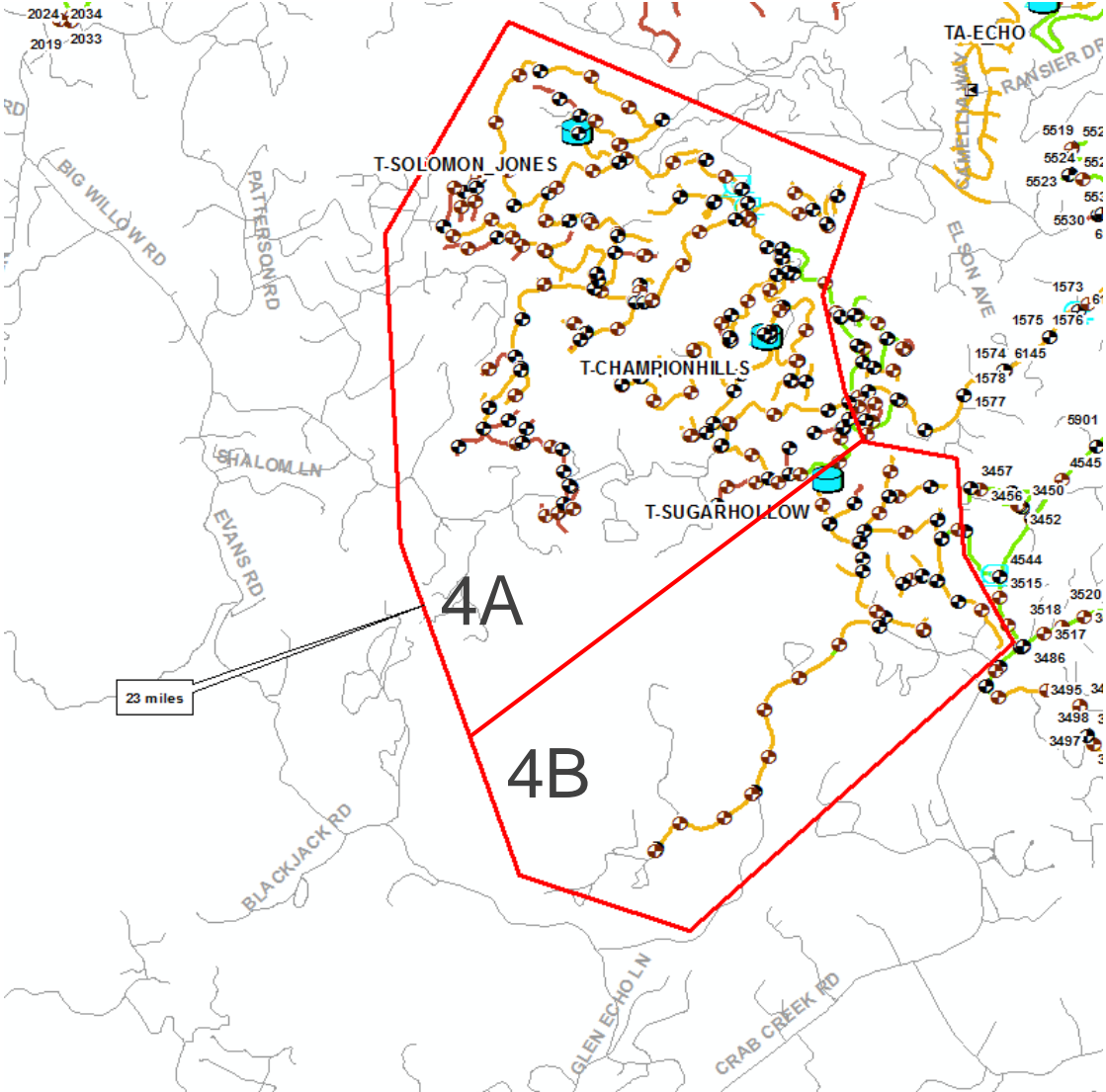


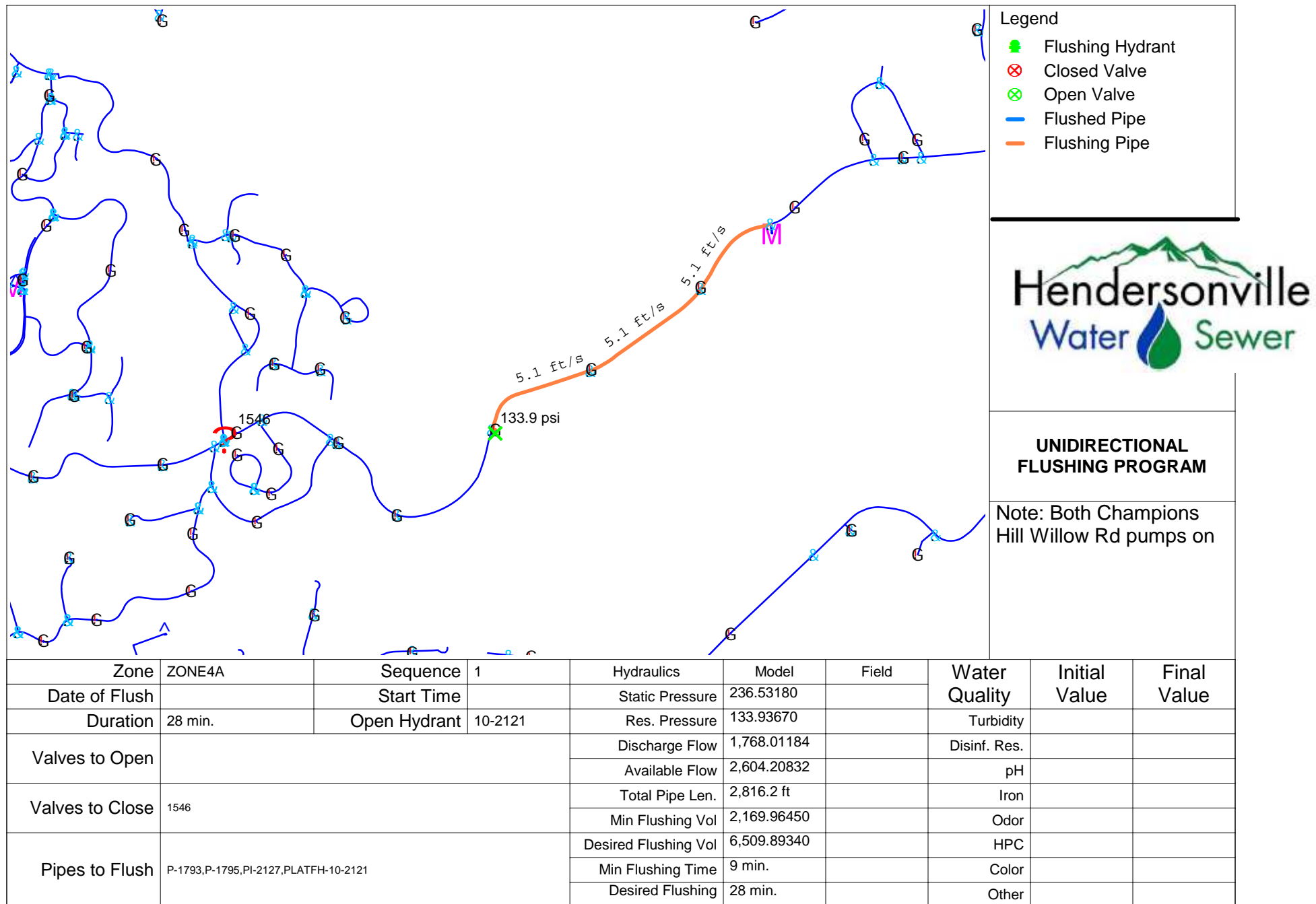


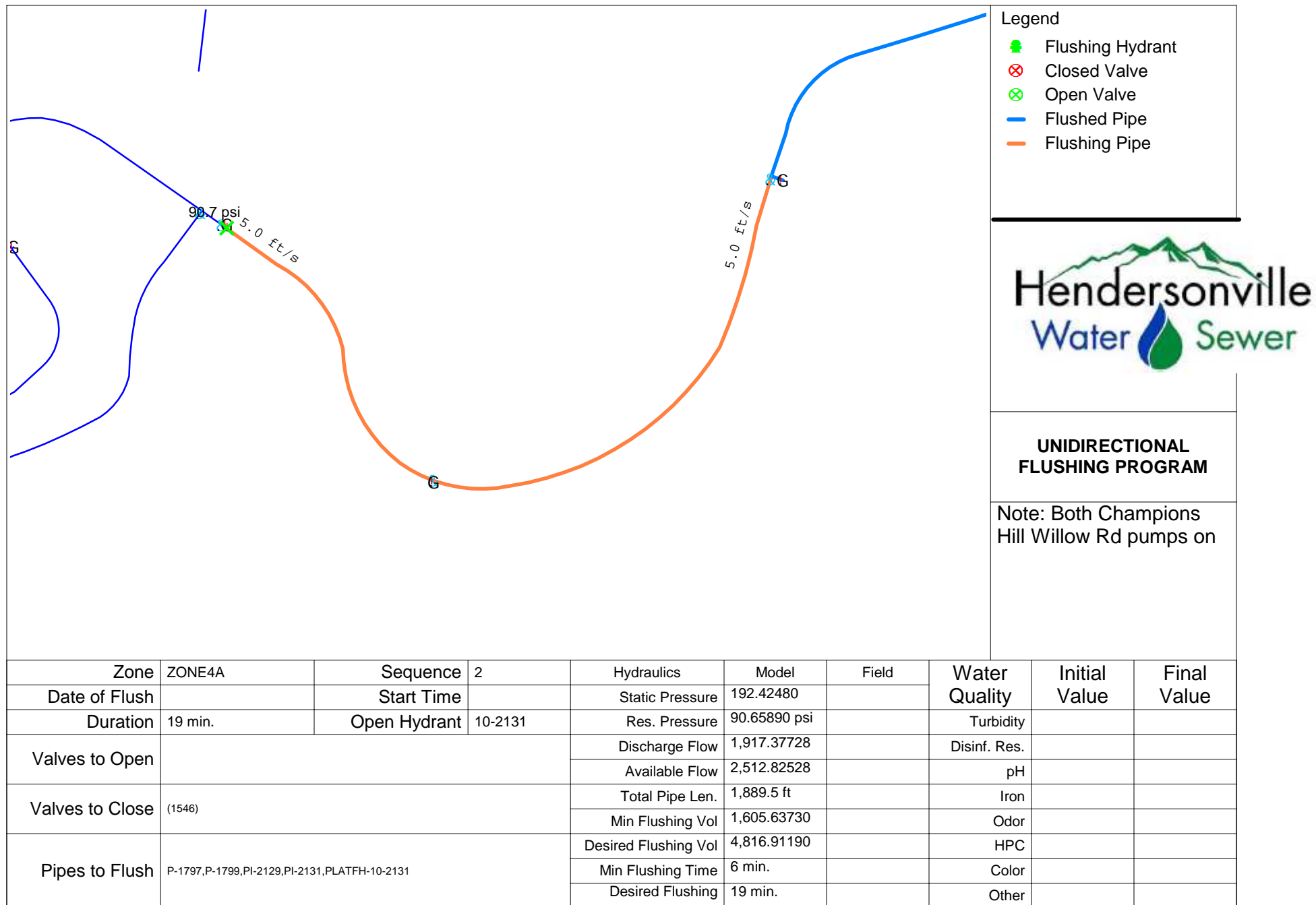


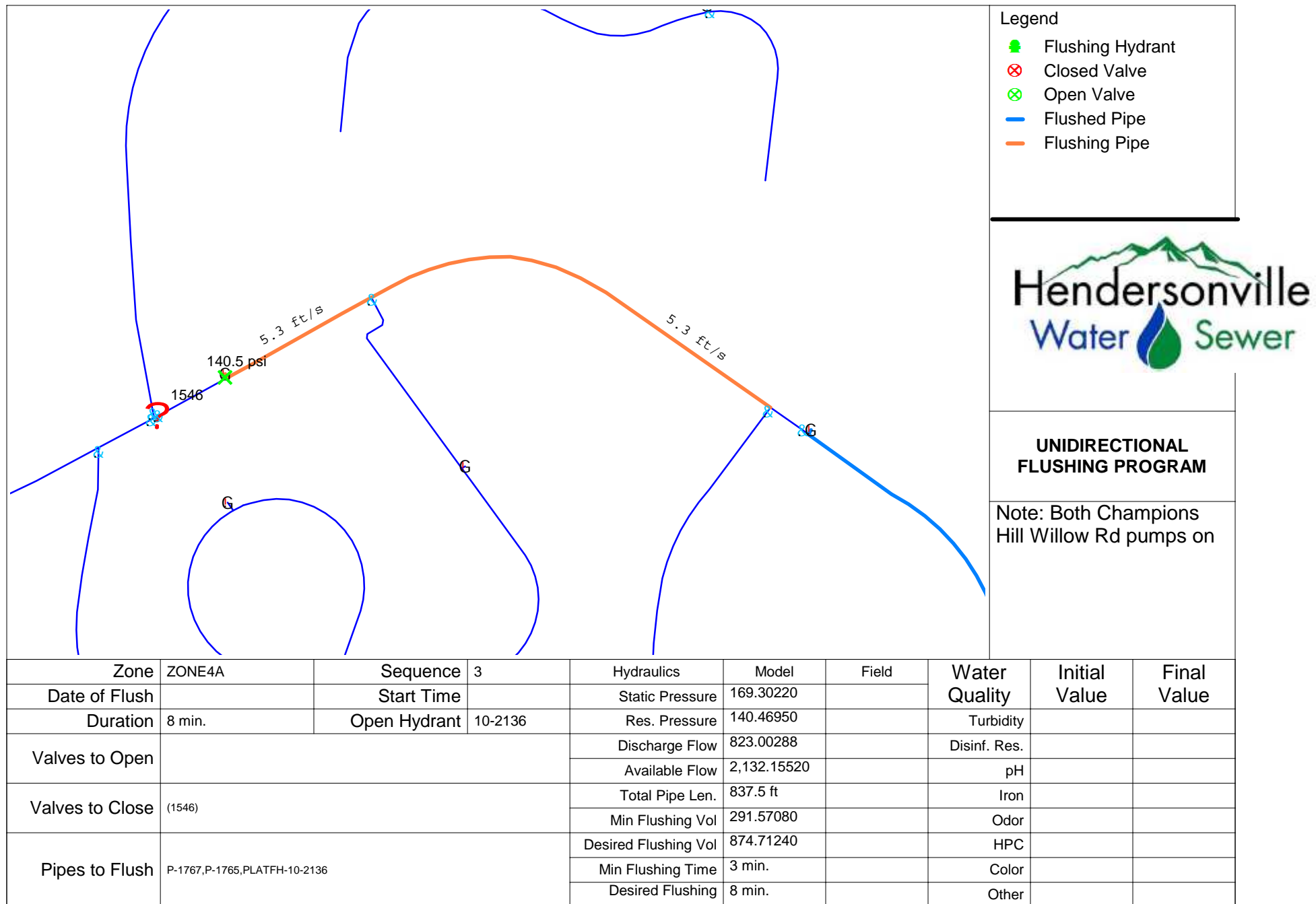


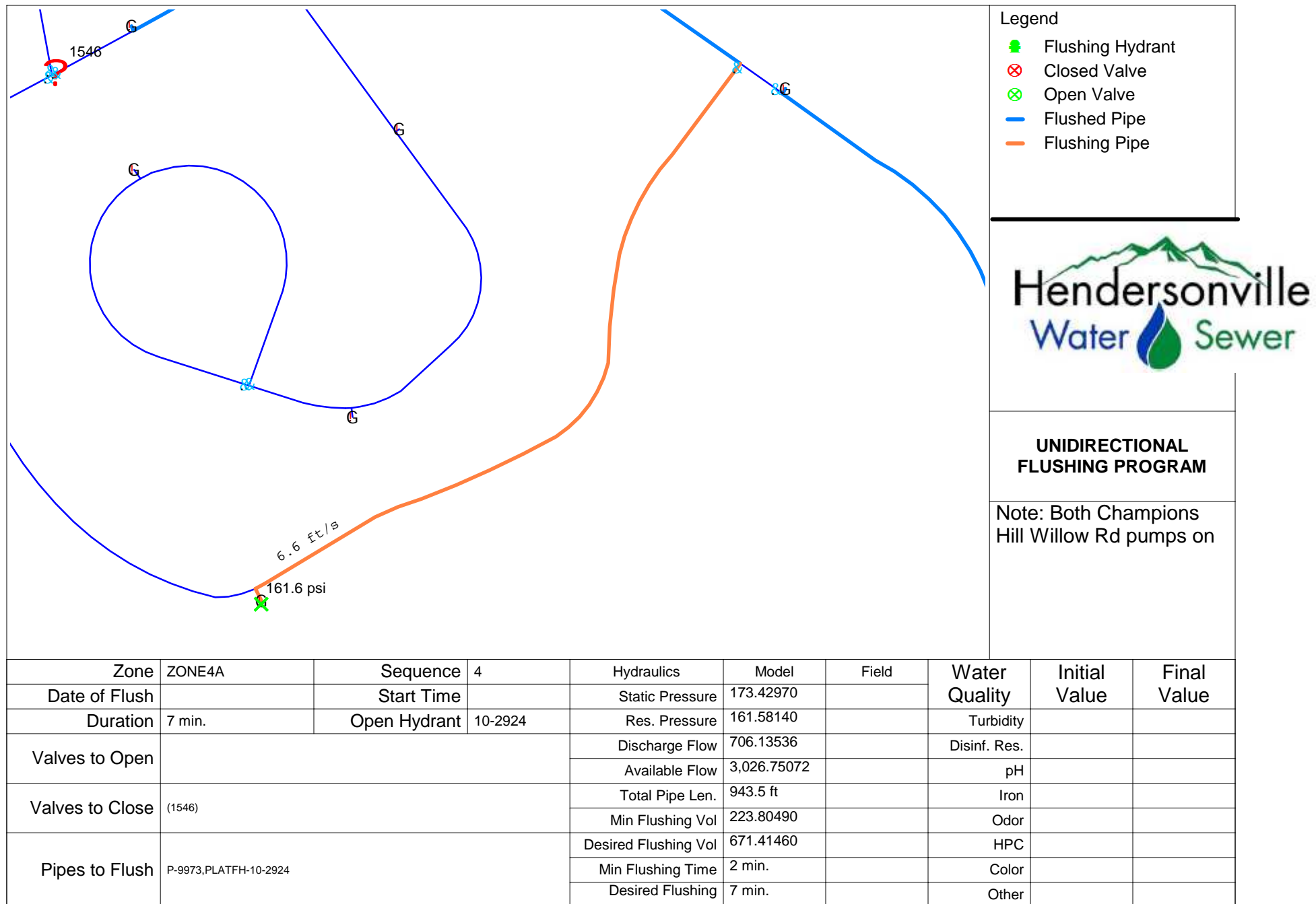
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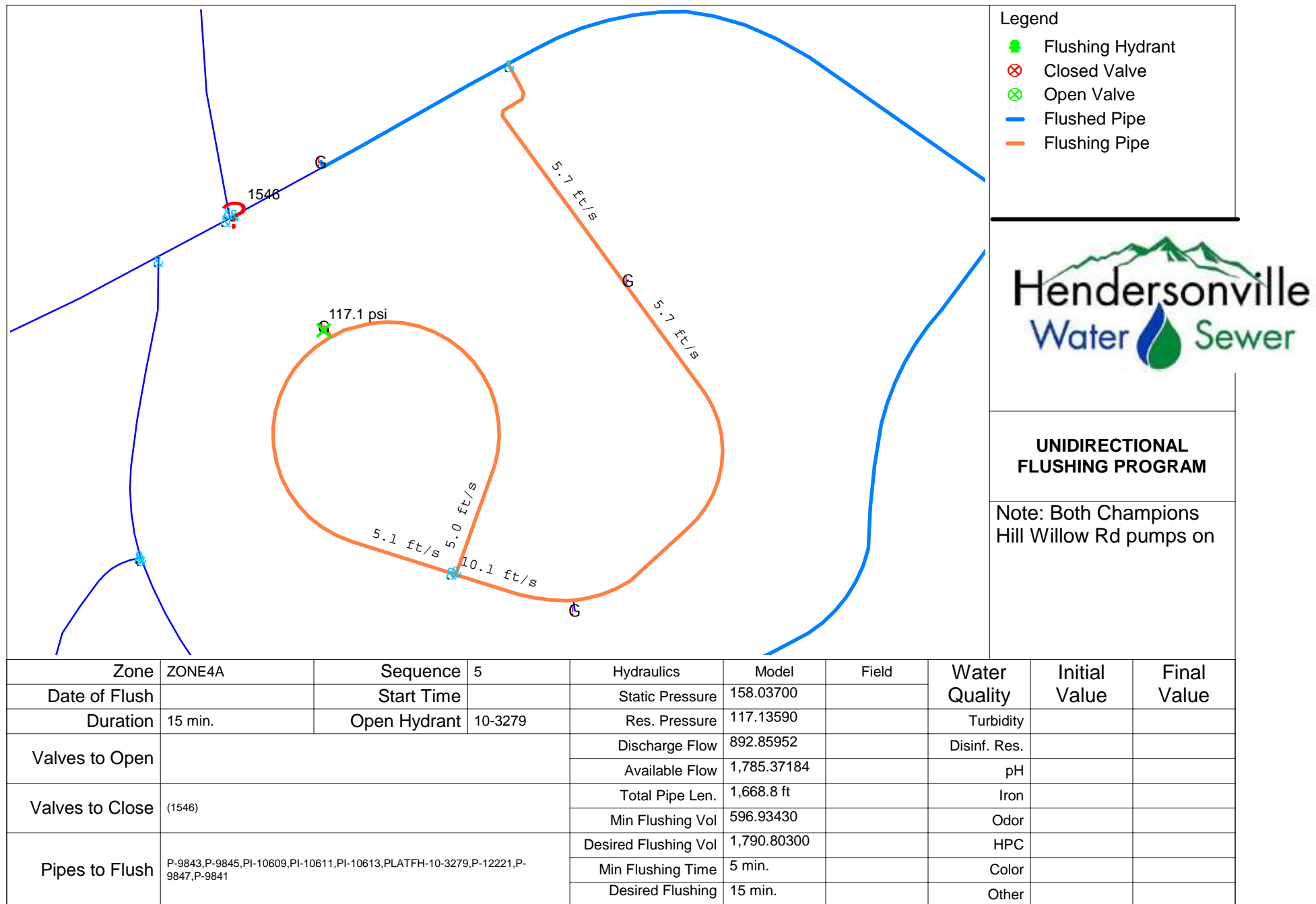


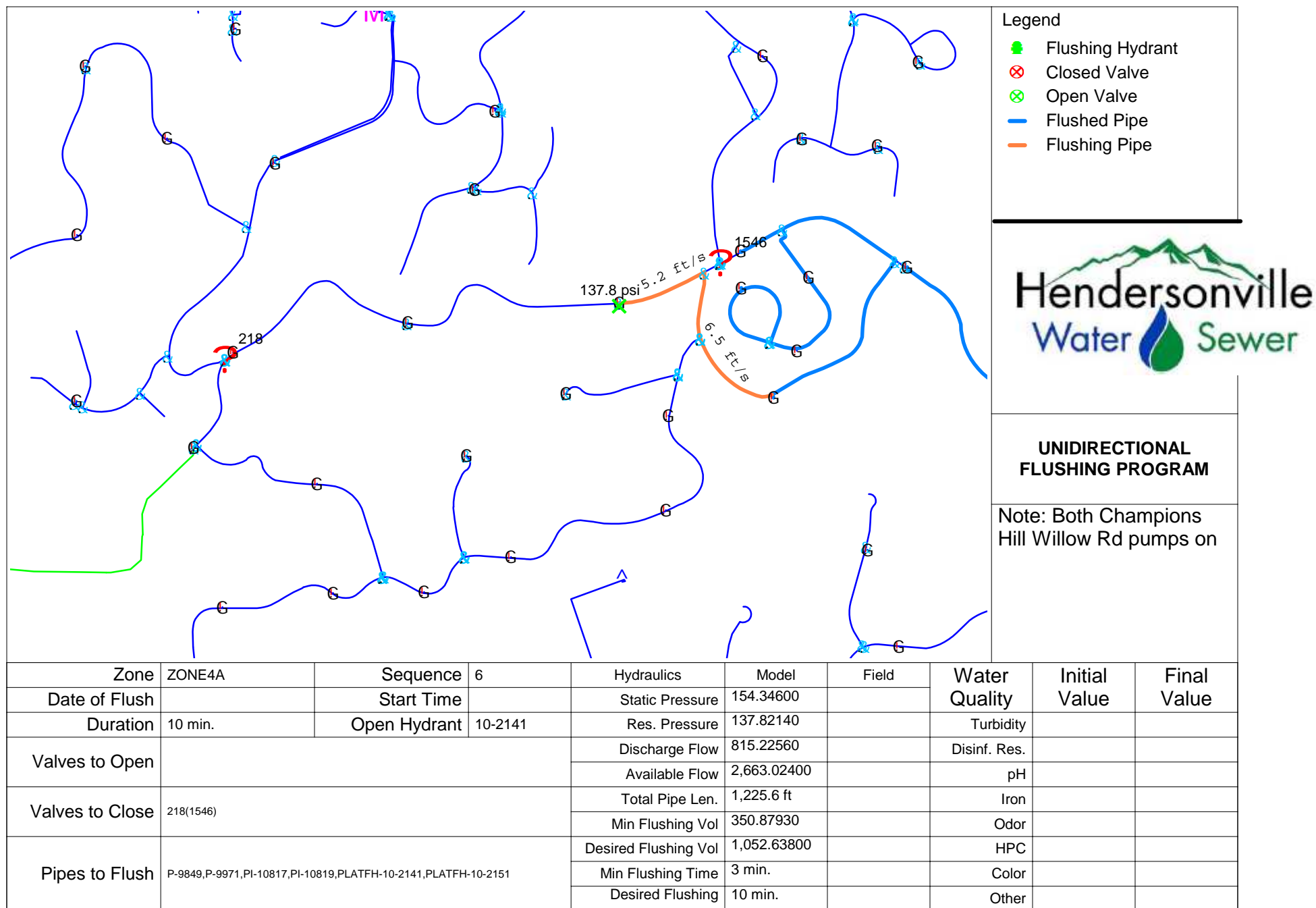


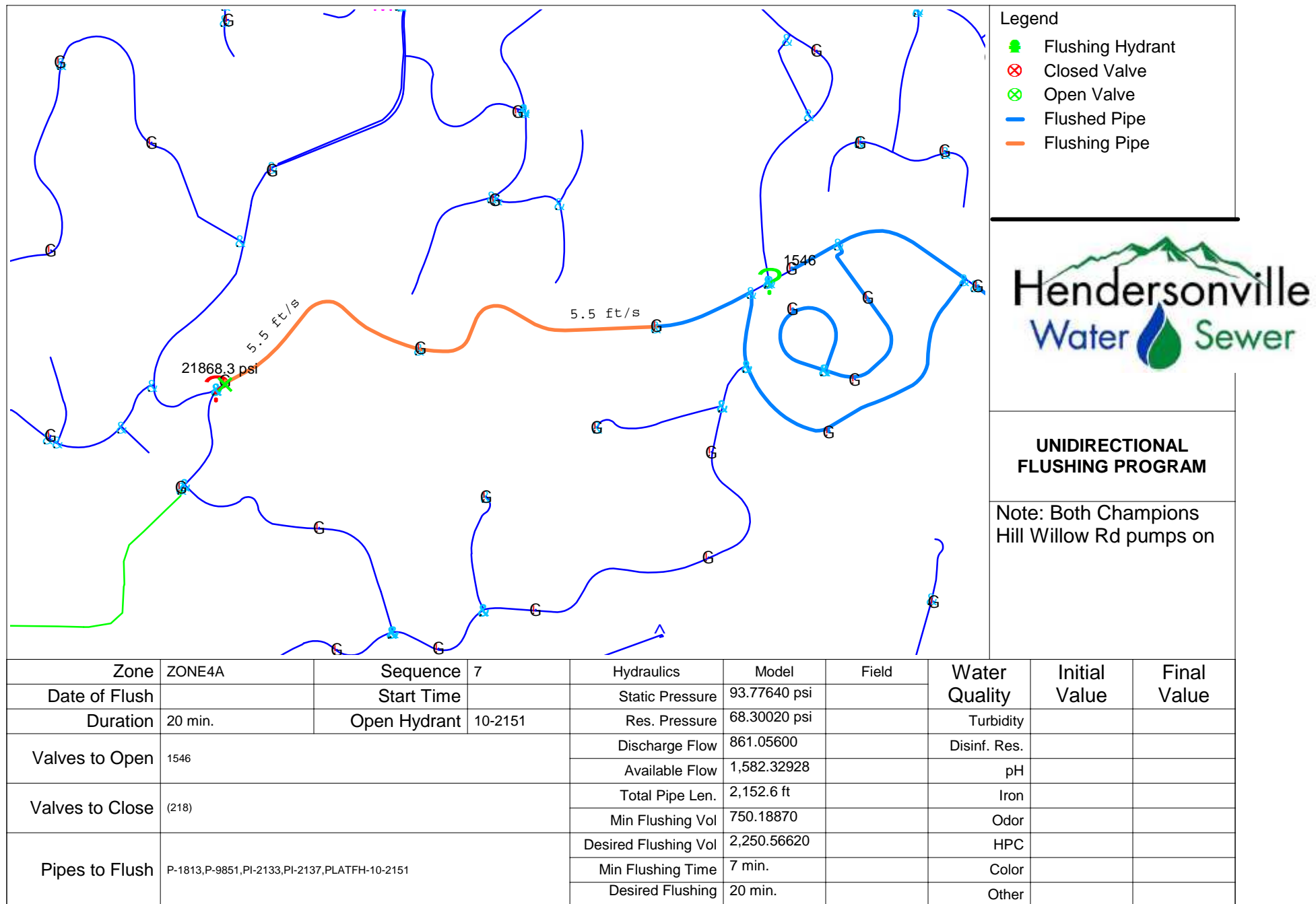


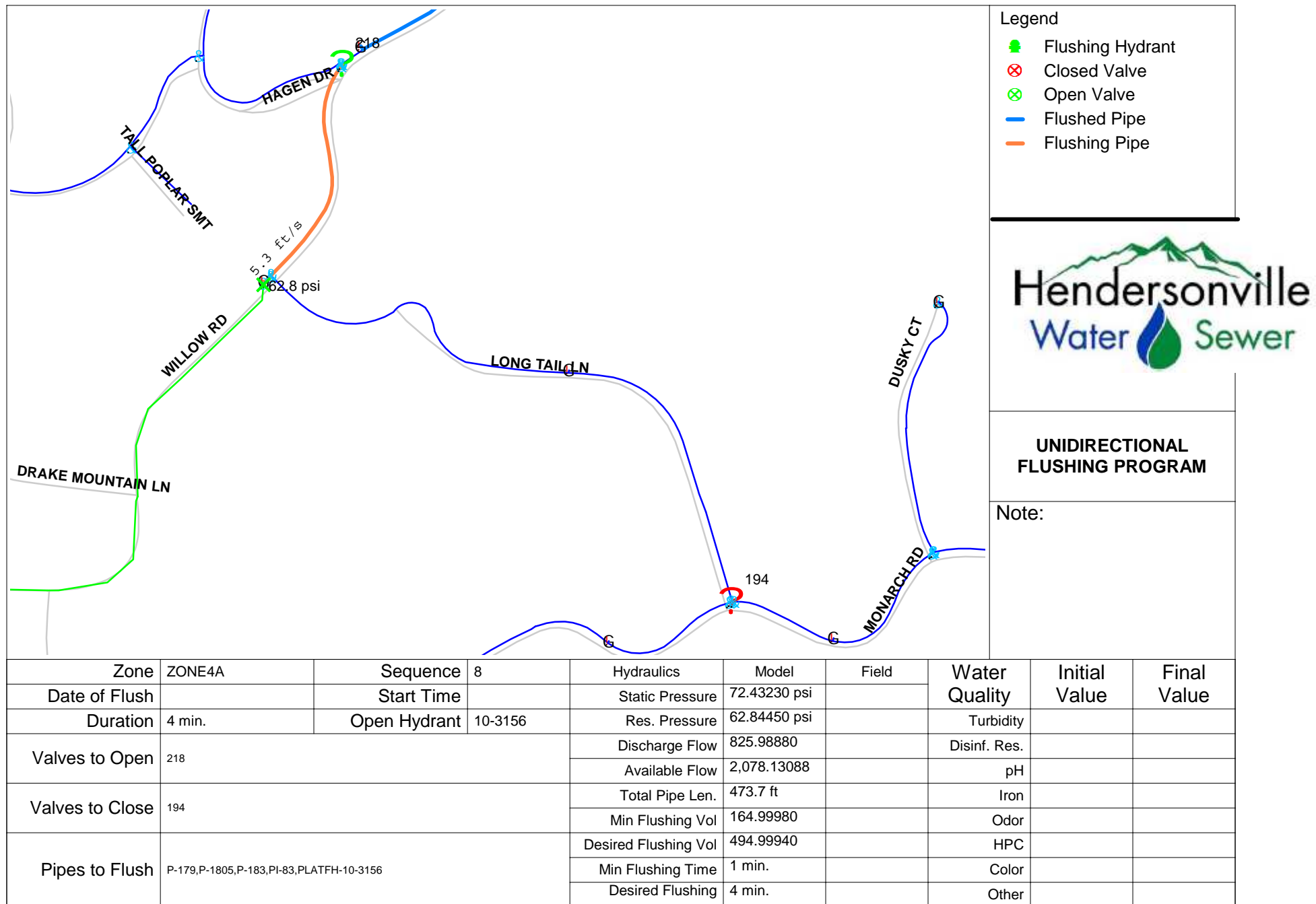


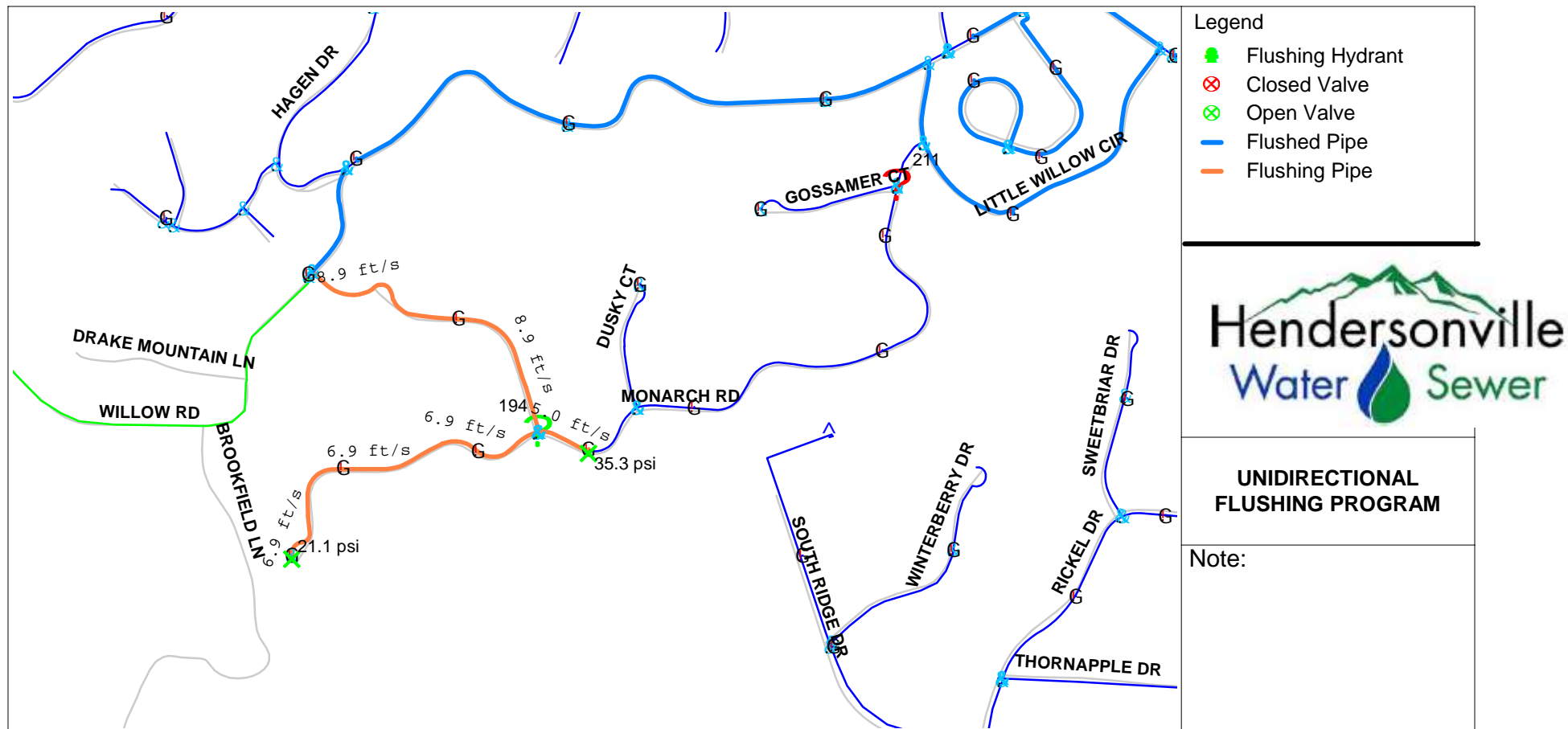




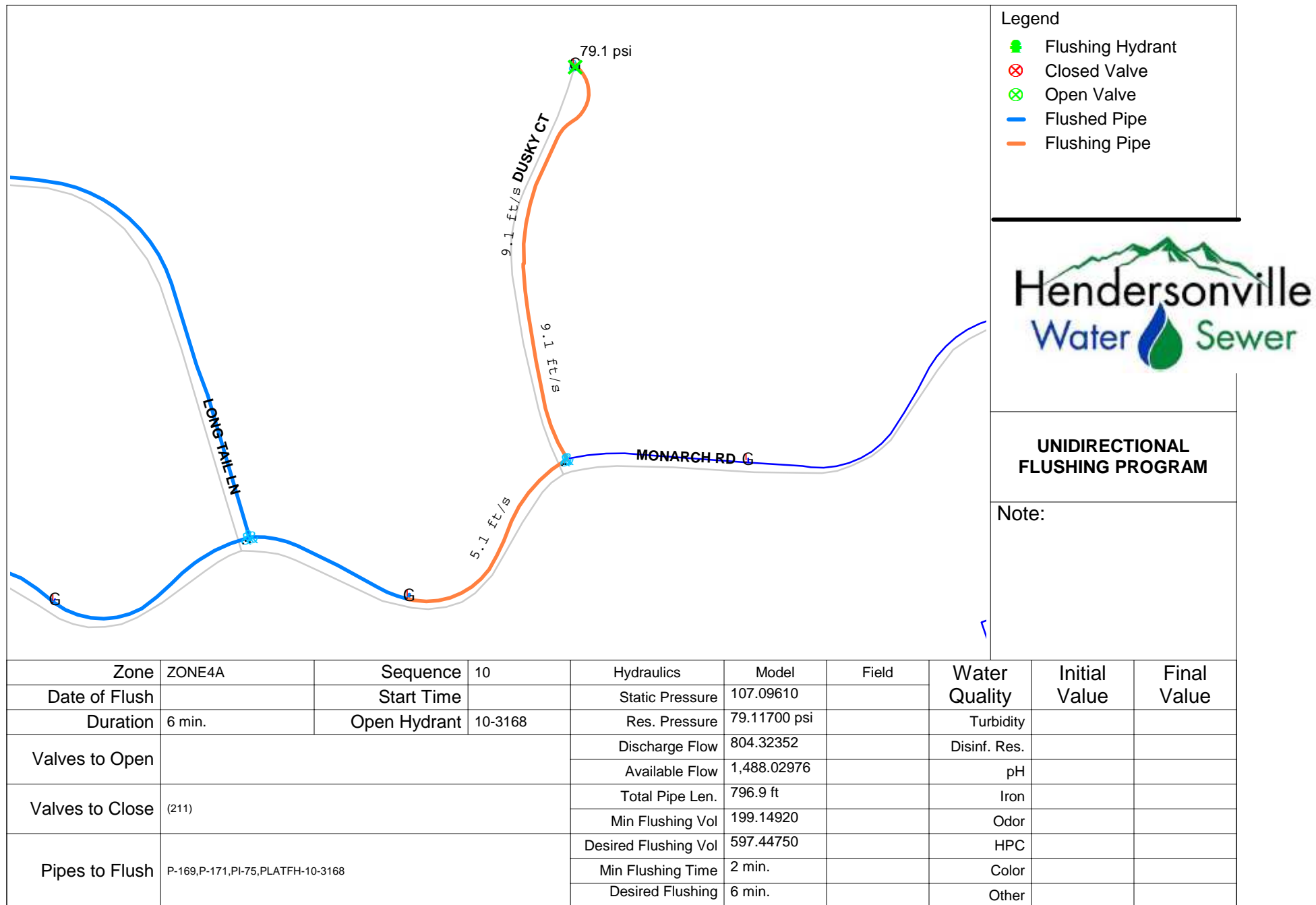


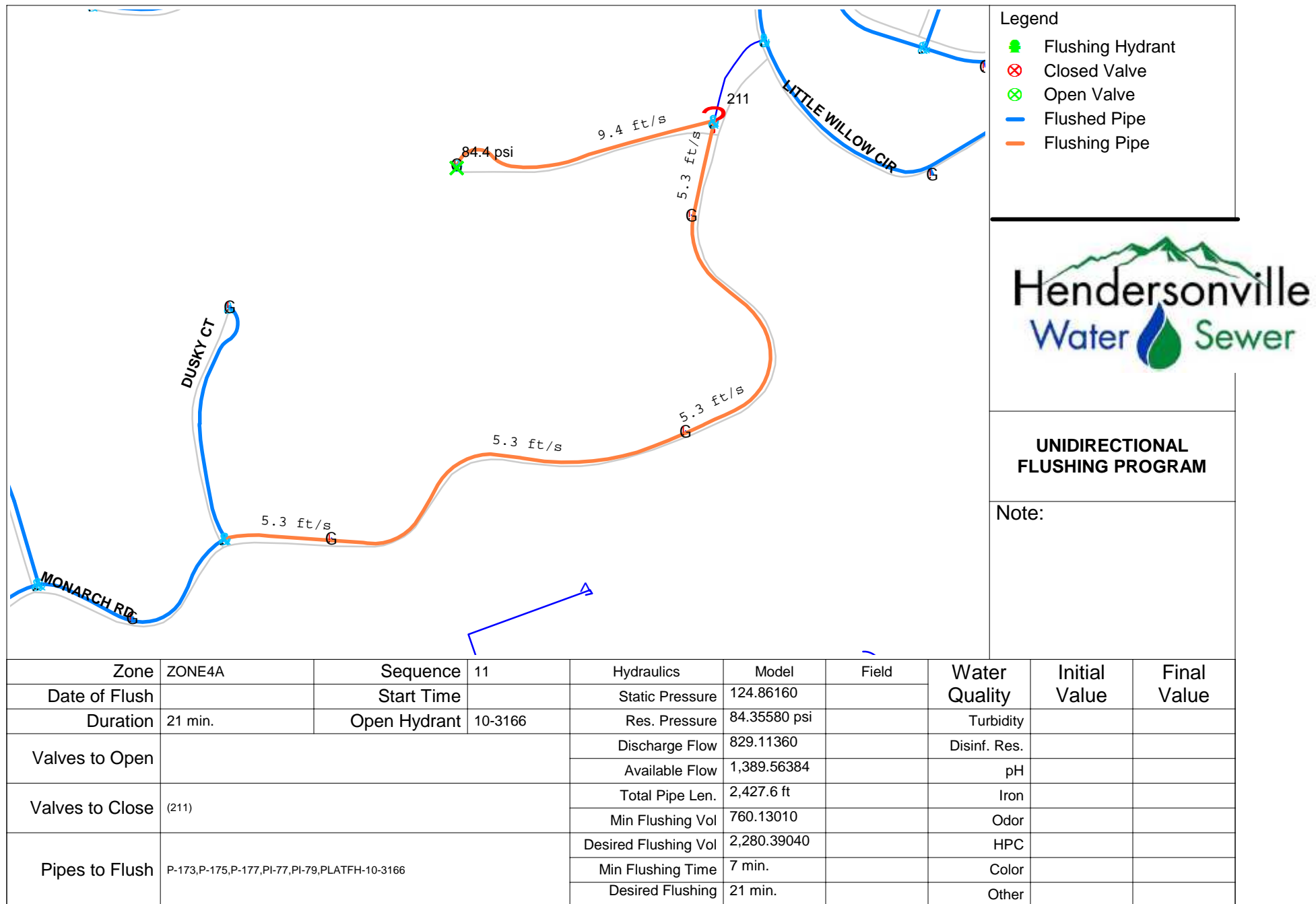


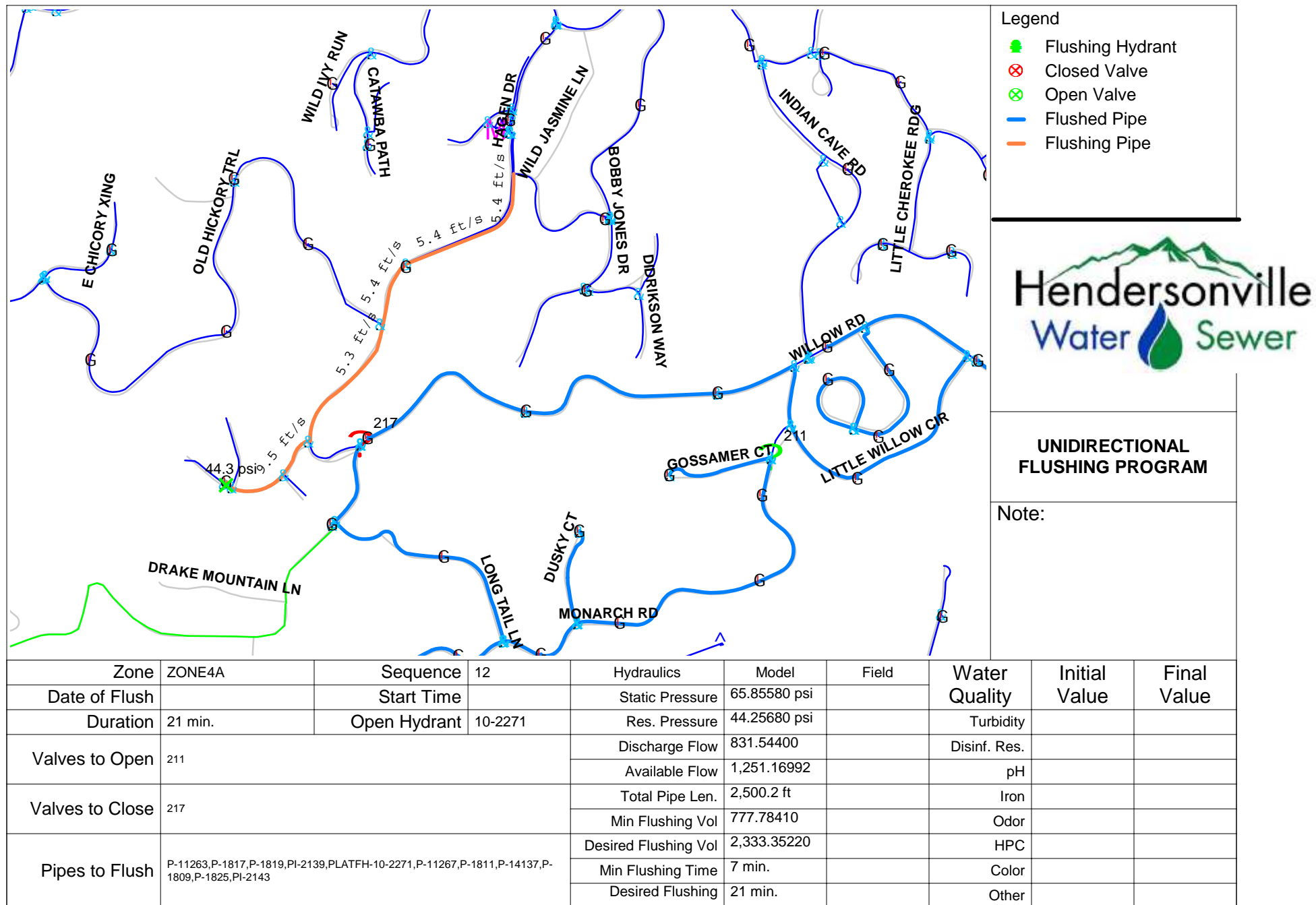


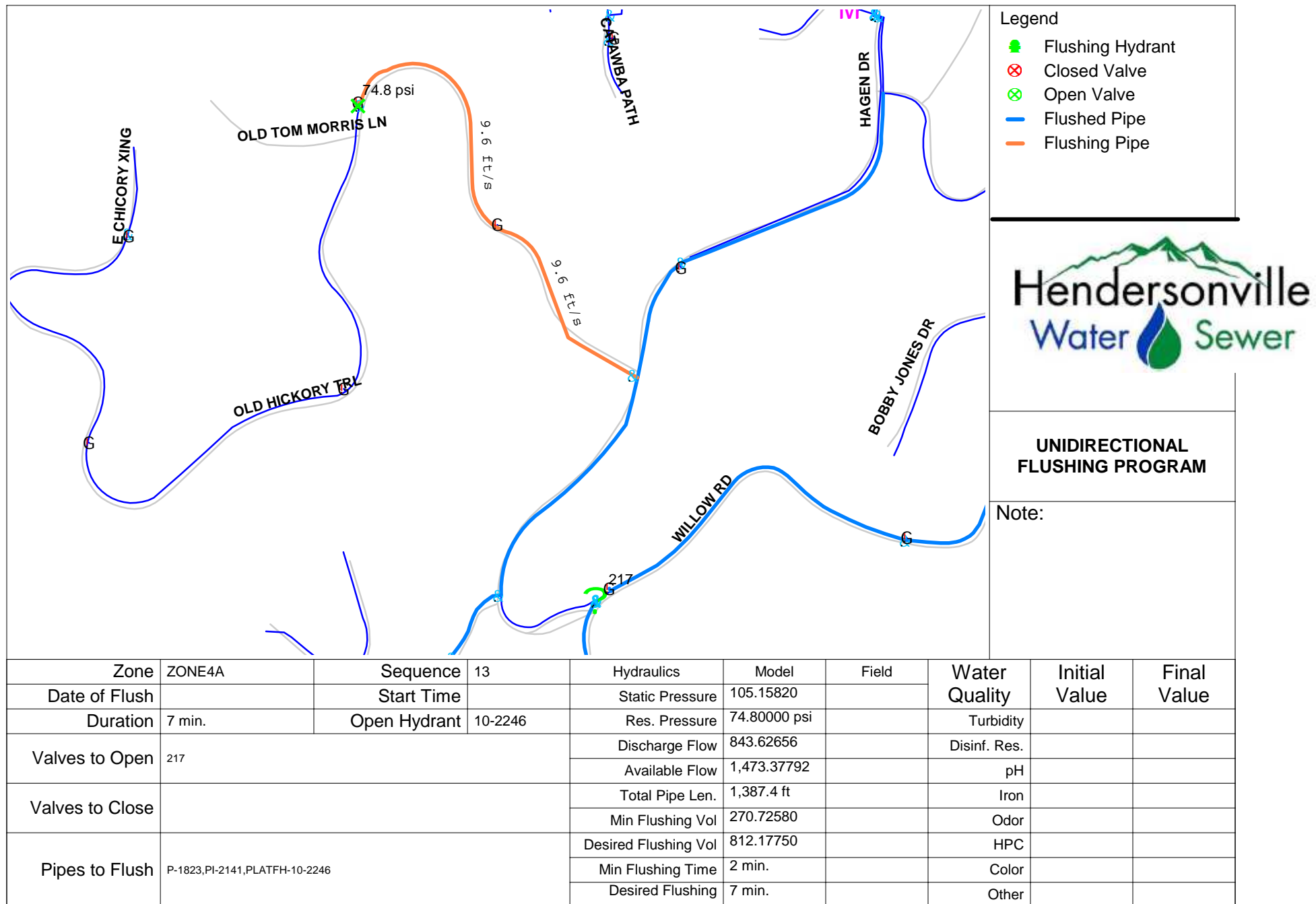


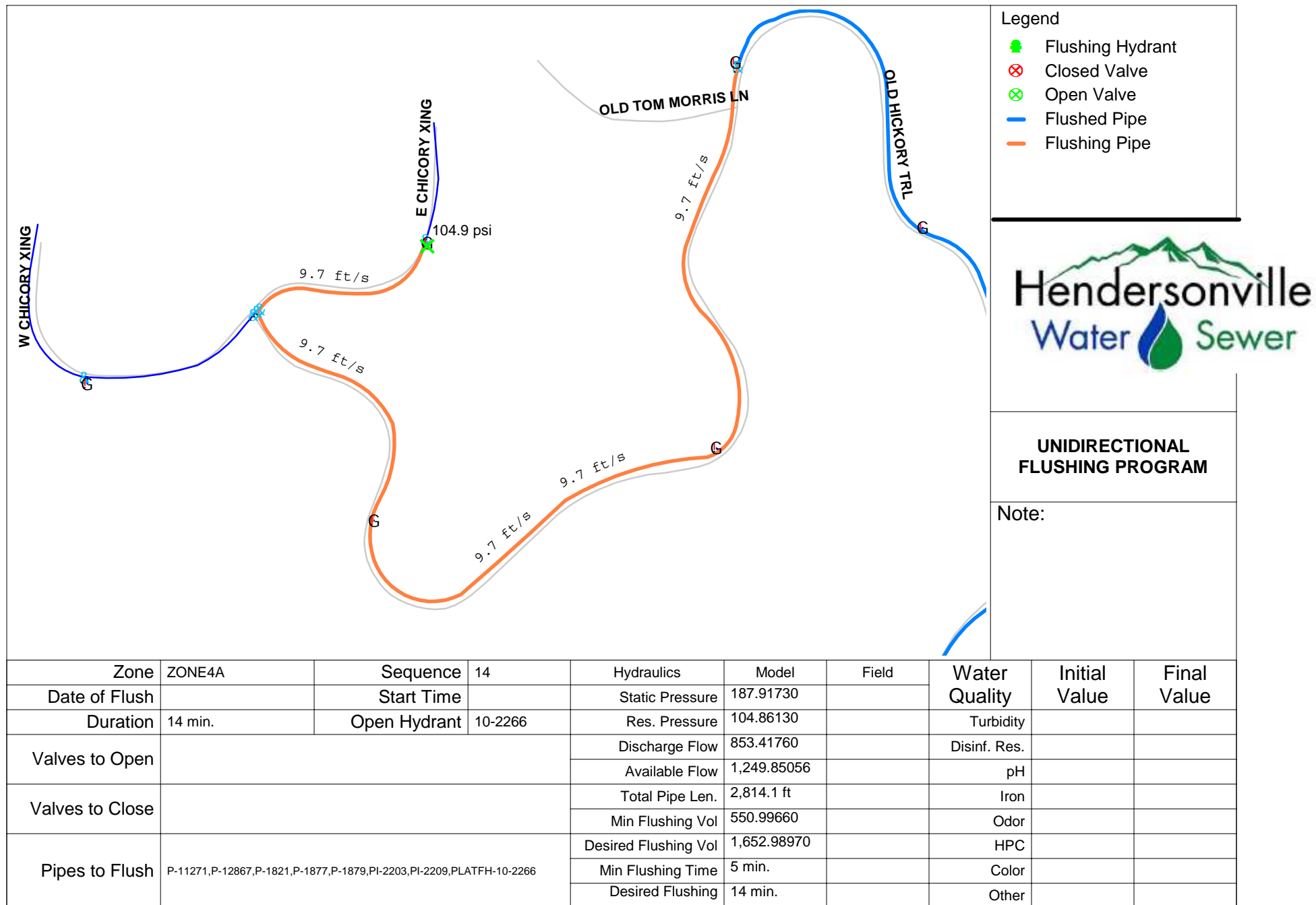
Zone	ZONE4A		Hydrant 1		Hydrant 2			Hydrant 1		Hydrant 2	
Sequence	9	Hydraulics	Model	Field	Model	Field	Water Quality	Initial Value	Final Value	Initial Value	Final Value
Date of Flush		Static Pressure	77.19830		77.19830						
Start Time		Res. Pressure	21.05800		35.27100		Turbidity				
Duration	19 min.	Discharge Flow	606.00288		783.63040		Disinfectant Res.				
Open Hyd.	10-3150,10-3158	Available Flow	284.07904		1,326.6512		pH				
Valves to Open	194	Total Pipe Len.	2,793.0 ft		2,793.0 ft		Iron				
		Min Flushing Vol	507.38760		656.08560		Odor				
Valves to Close	211	Desired Flushing	1,522.1629		1,968.2568		HPC				
		Min Flushing Time	6 min.		6 min.		Color				
Pipes to Flush	P-11257,P-11259,P-11261,P-163,P-165,P-167,PI-69,PI-71,PI-73,PLATFH-10-3150	Desired Flushing	19 min.		19 min.		Other				

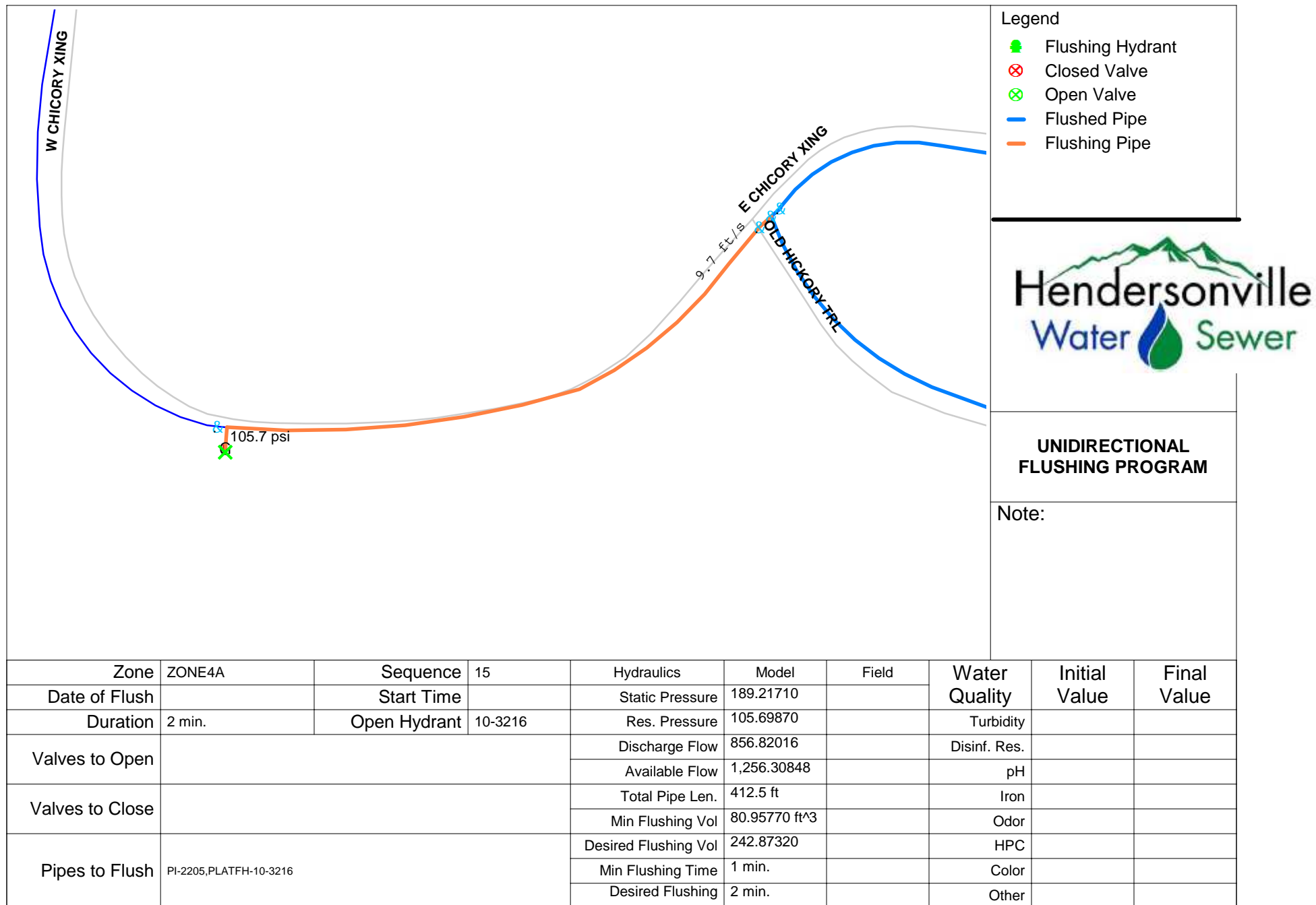


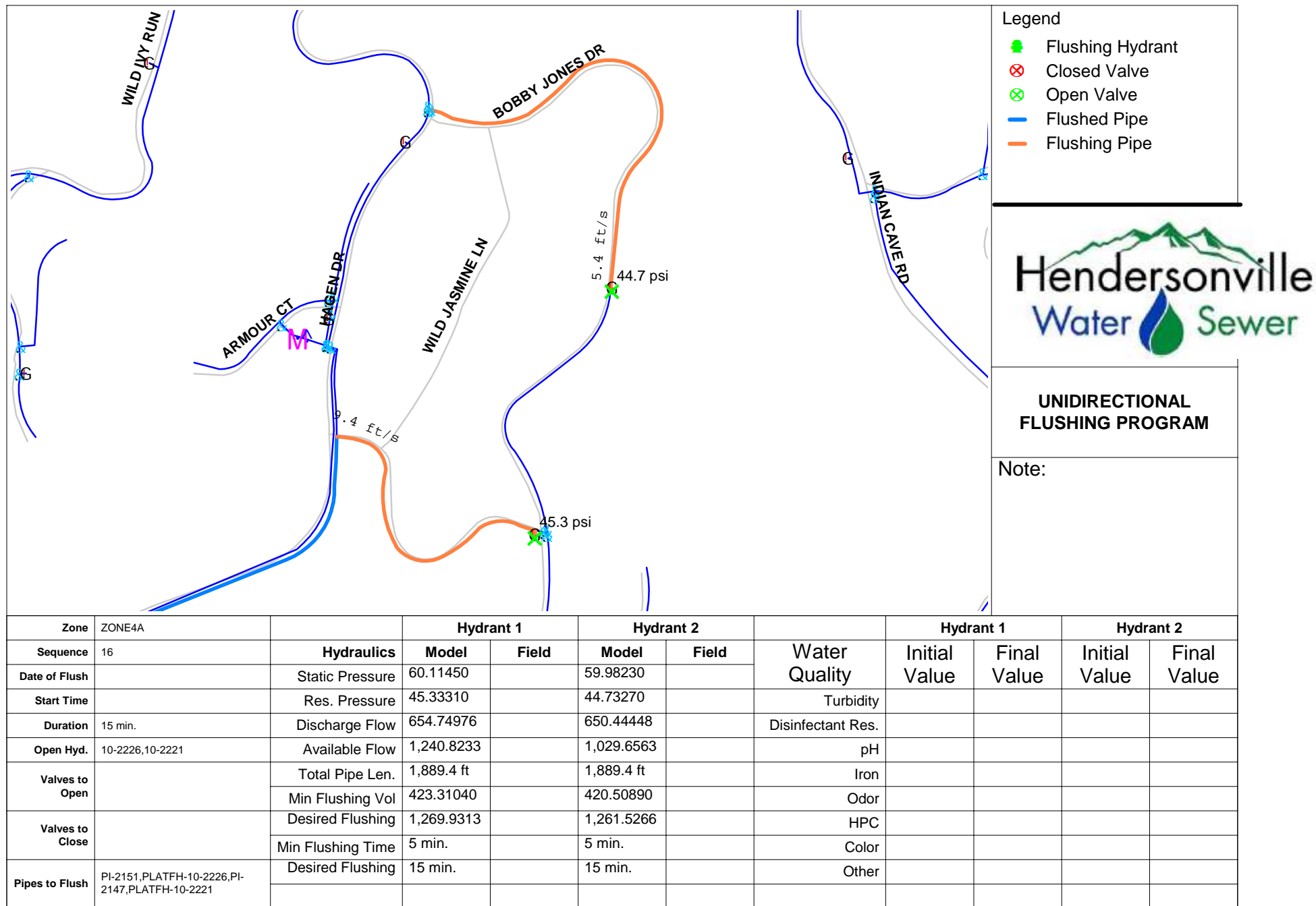


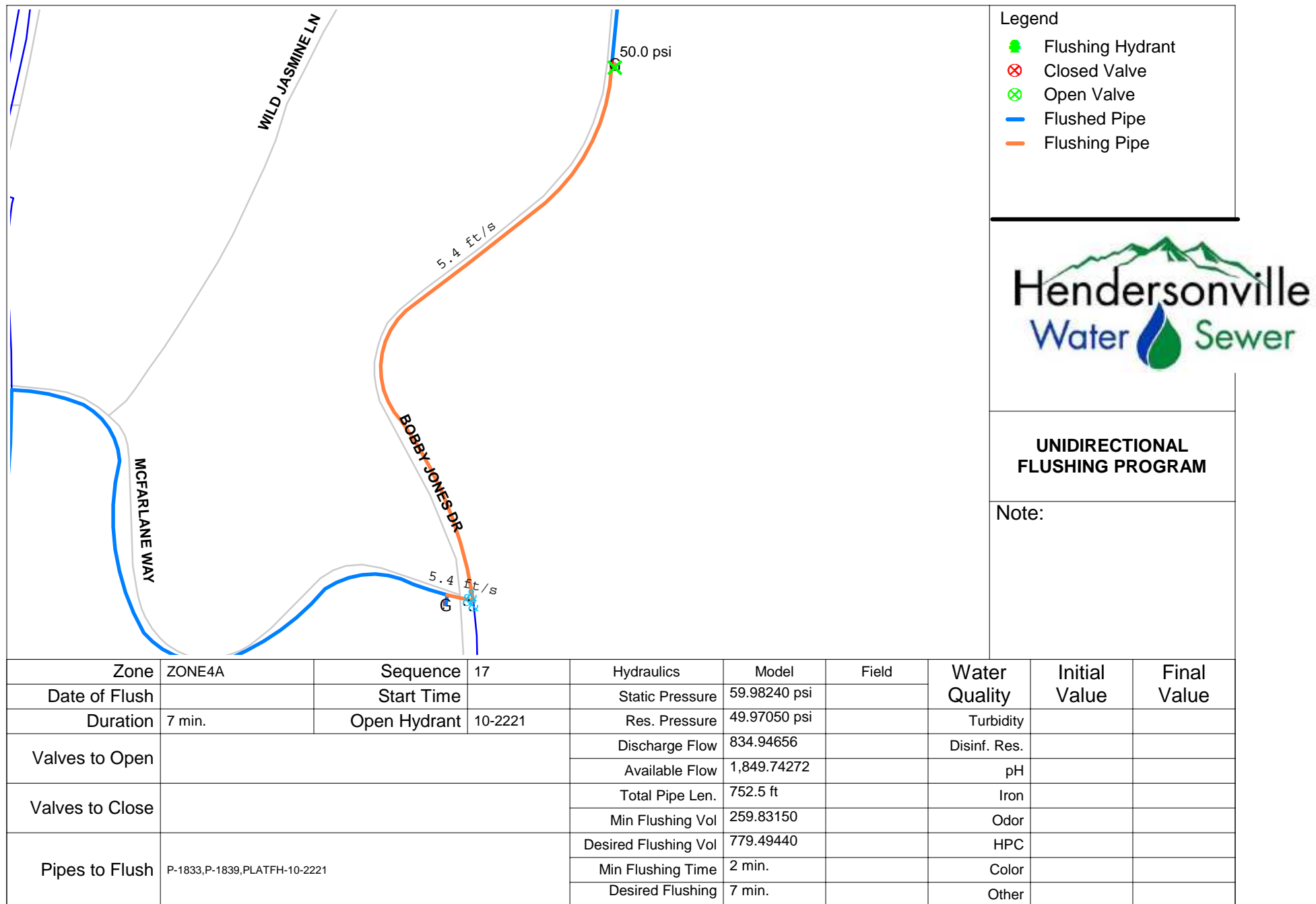


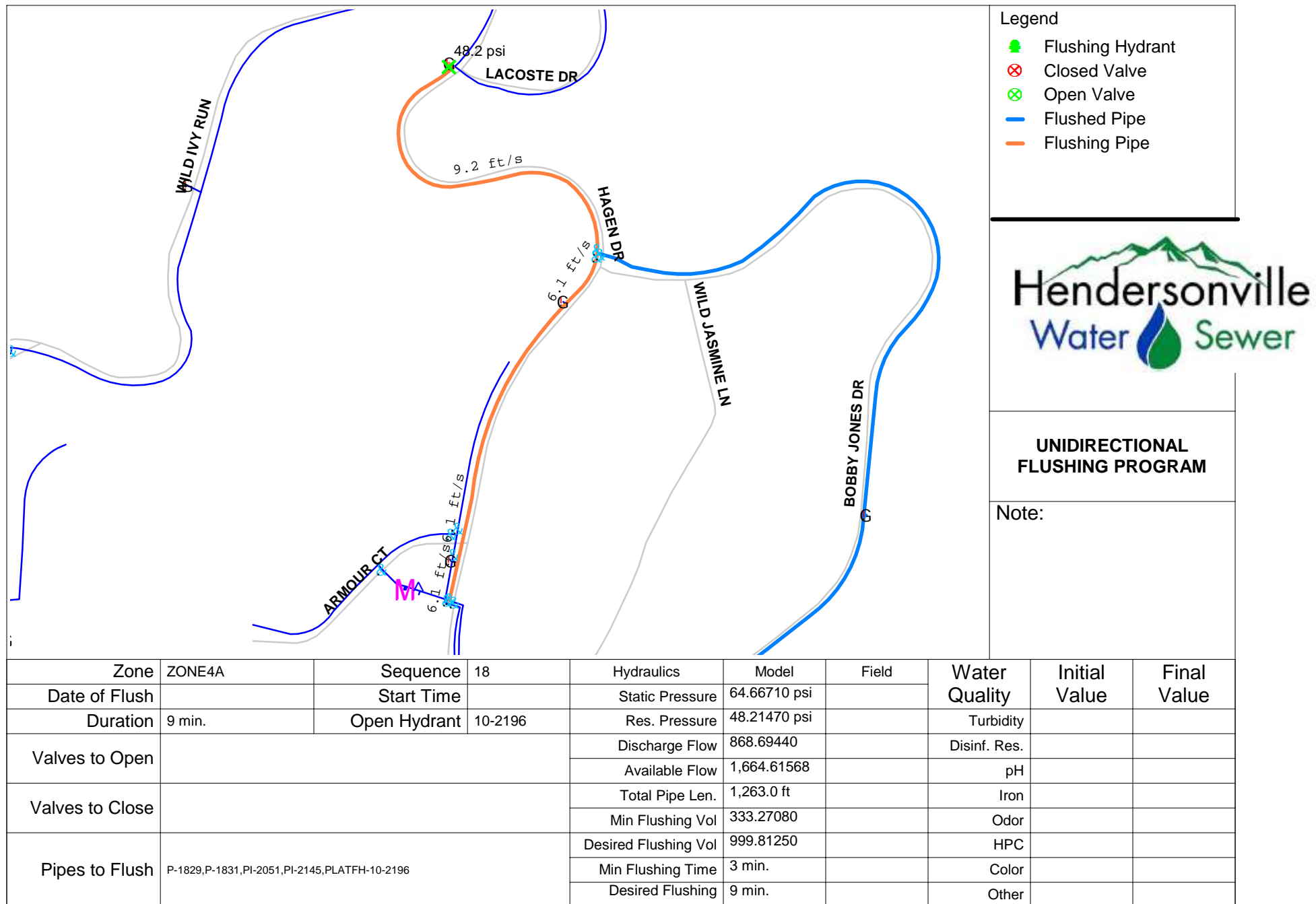


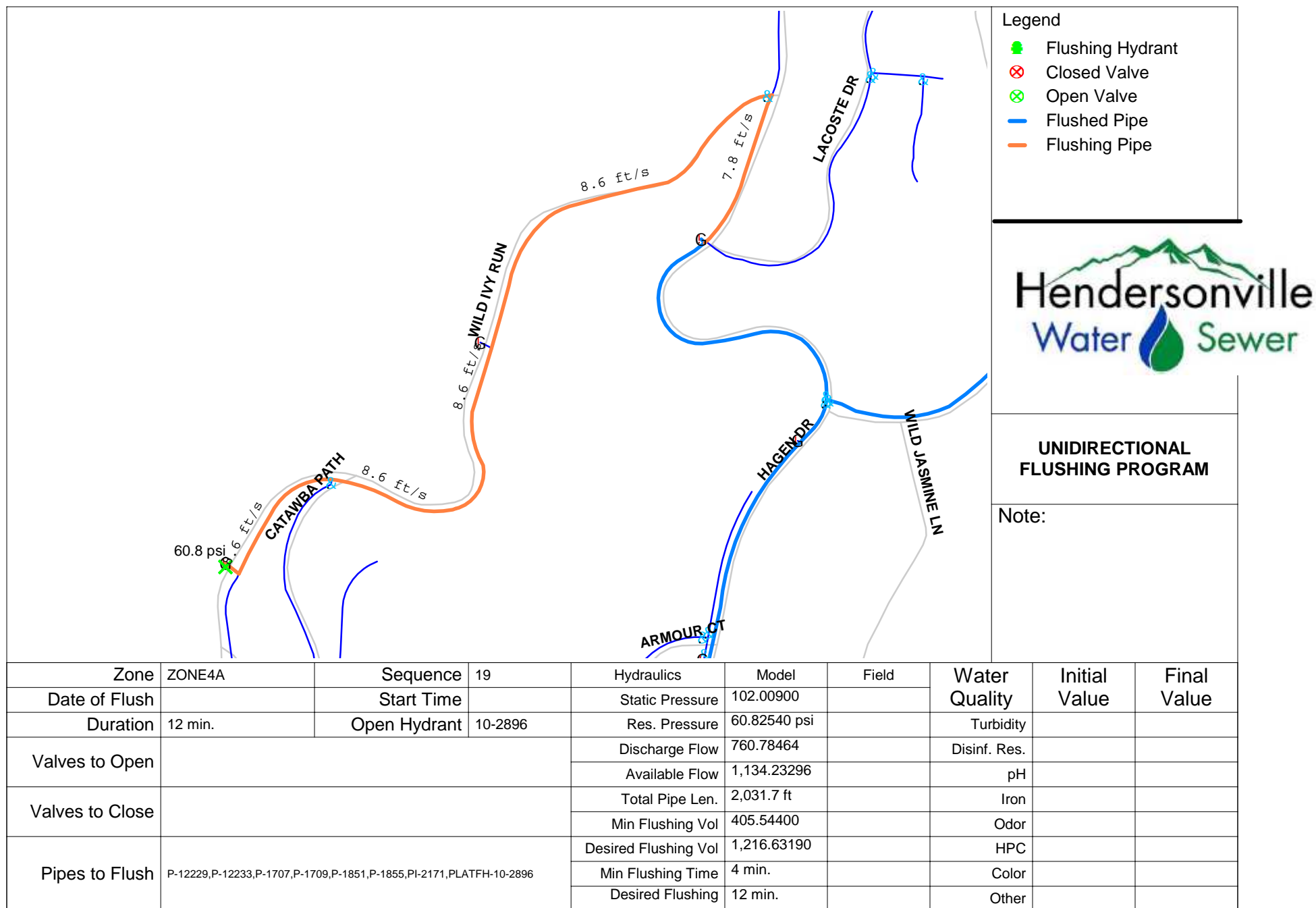


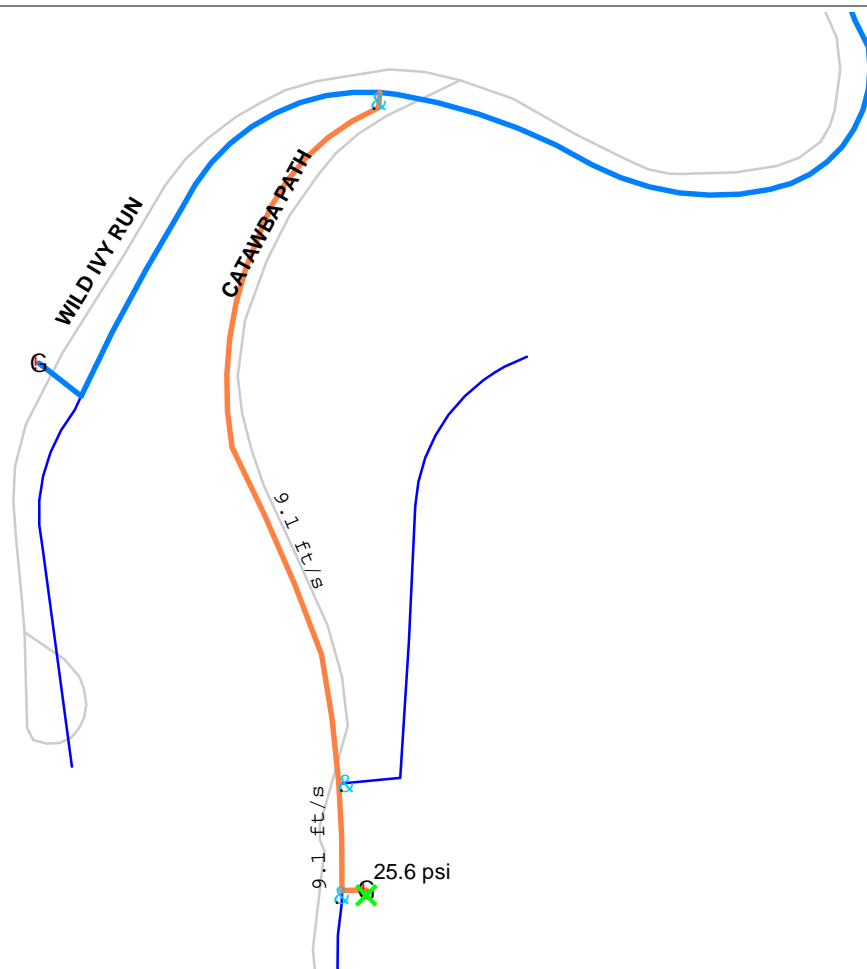












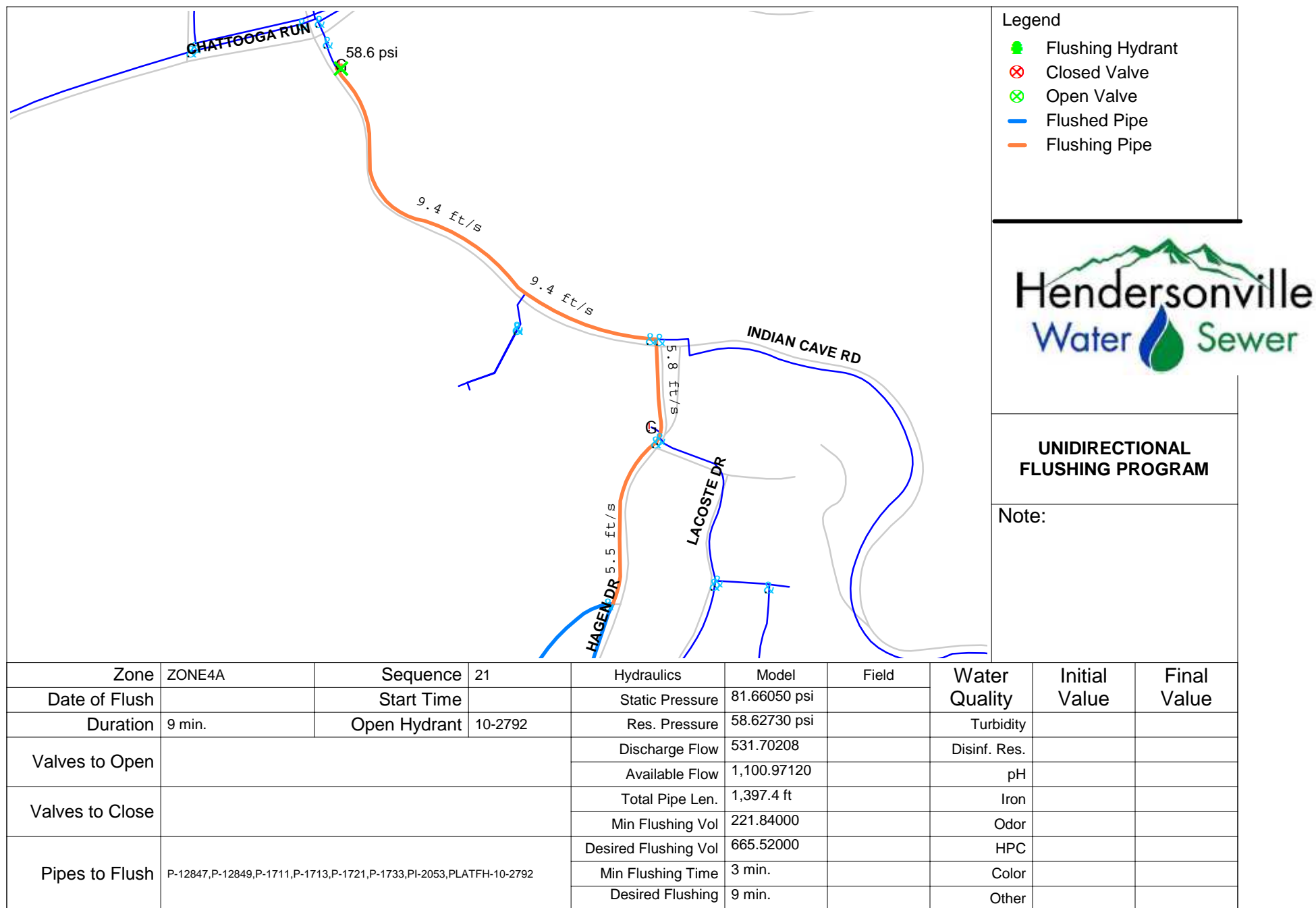
- Legend
- Flushing Hydrant
 - Closed Valve
 - Open Valve
 - Flushed Pipe
 - Flushing Pipe

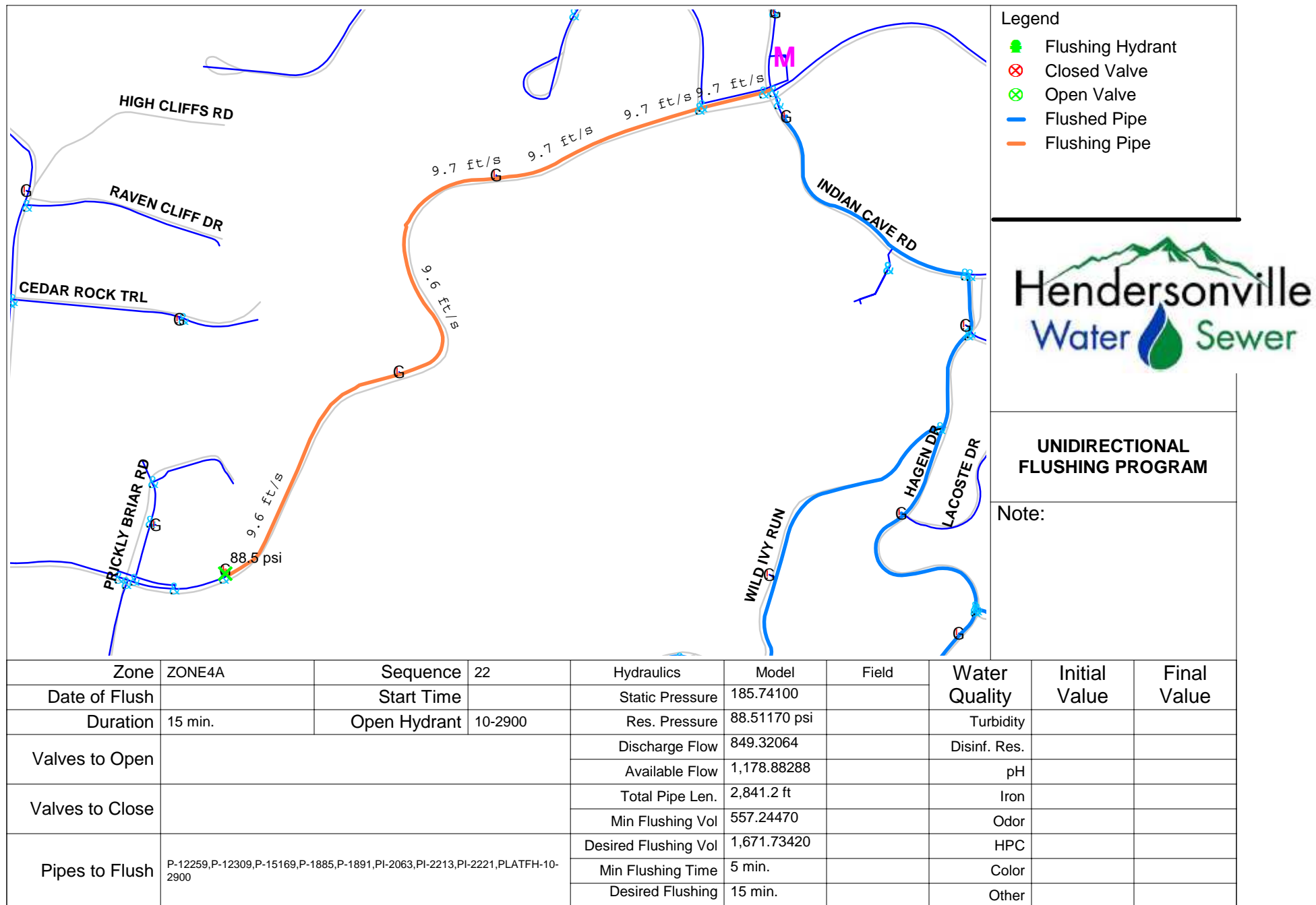


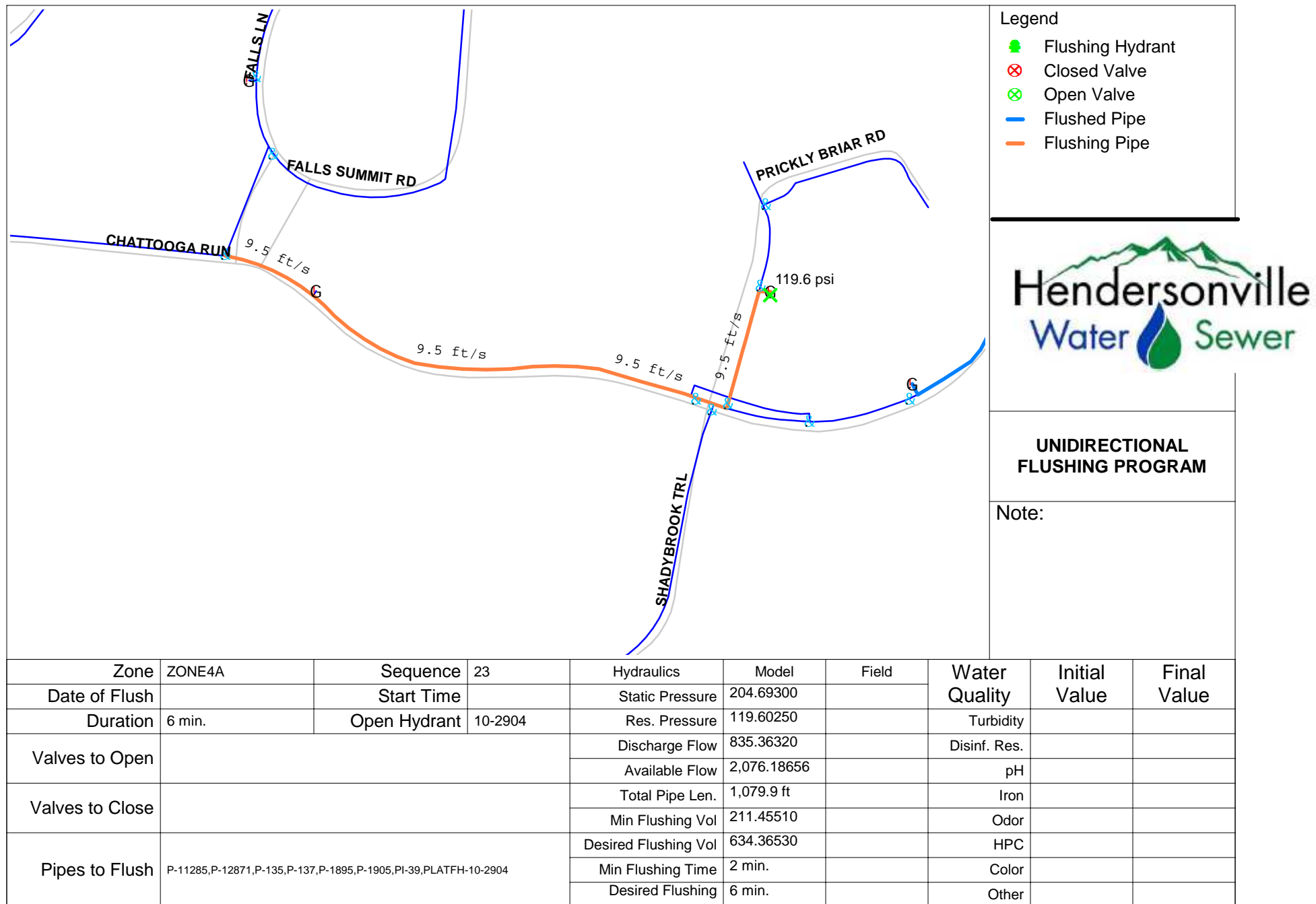
UNIDIRECTIONAL FLUSHING PROGRAM

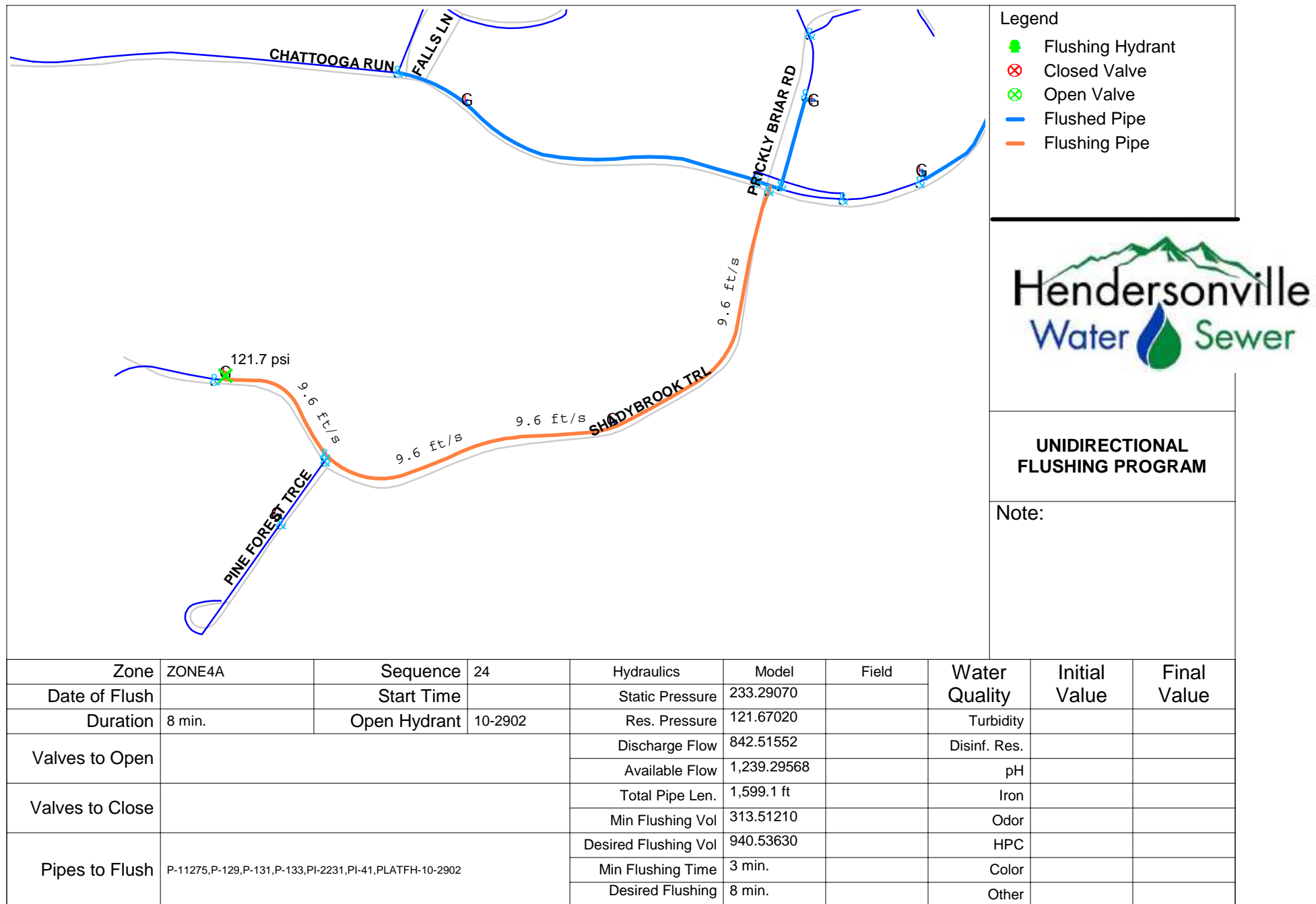
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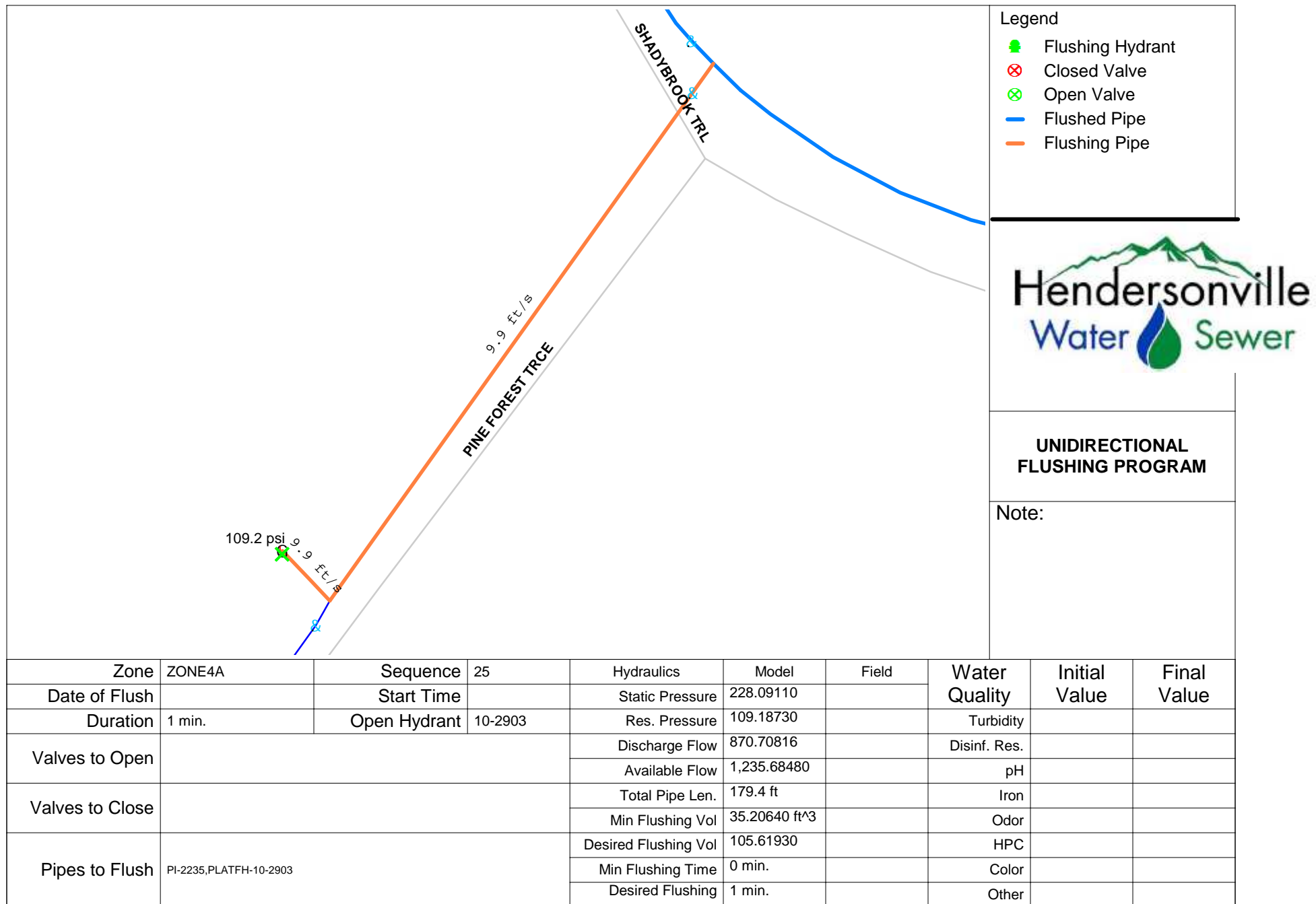
Zone	ZONE4A	Sequence	20	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	74.71130 psi				
Duration	3 min.	Open Hydrant	10-2897	Res. Pressure	25.63530 psi		Turbidity		
Valves to Open				Discharge Flow	802.65696		Disinf. Res.		
				Available Flow	856.05632		pH		
Valves to Close				Total Pipe Len.	543.9 ft		Iron		
				Min Flushing Vol	106.73260		Odor		
Pipes to Flush	P-1859,PI-2173,PLATFH-10-2897			Desired Flushing Vol	320.19770		HPC		
				Min Flushing Time	1 min.		Color		
				Desired Flushing	3 min.		Other		

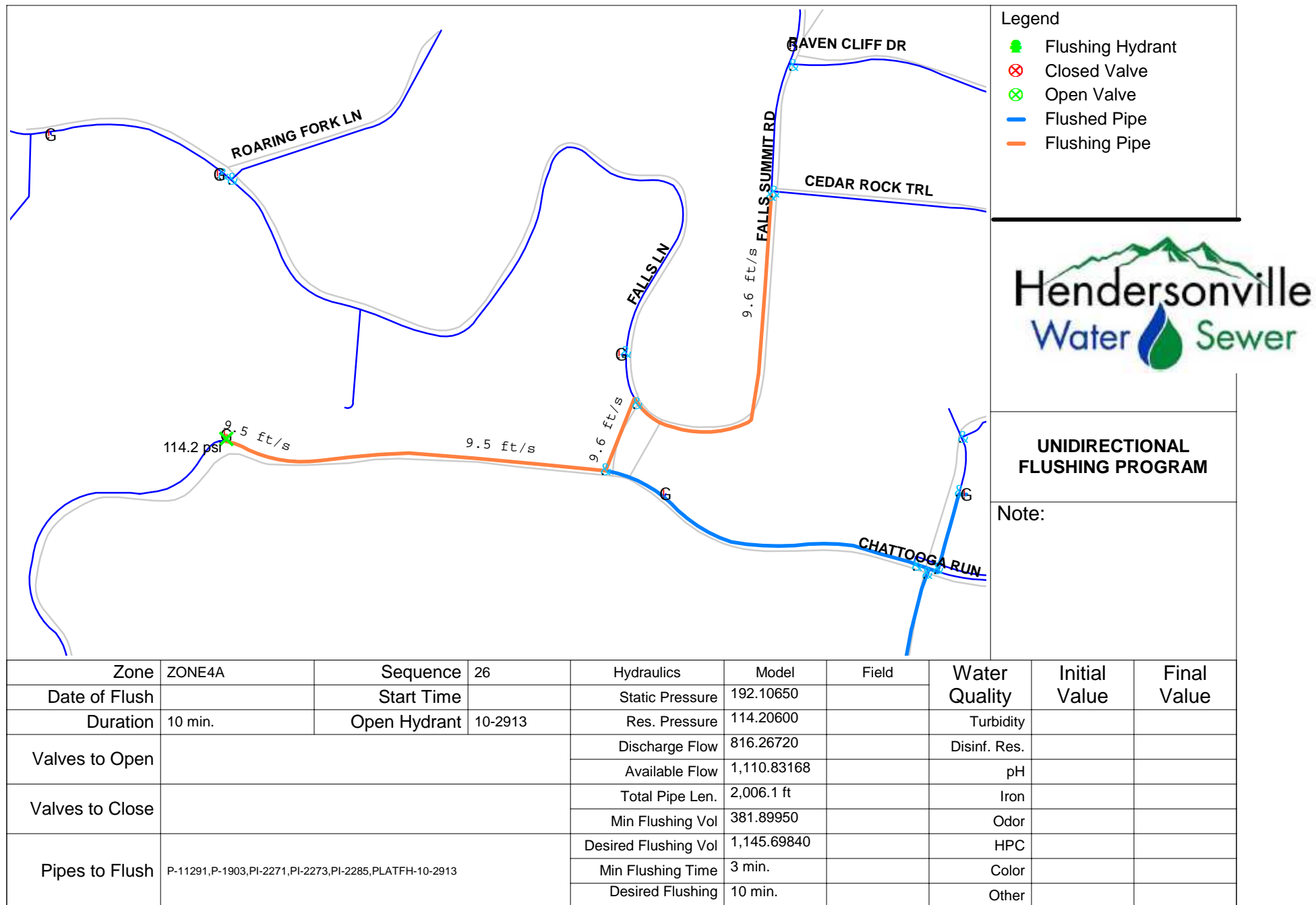


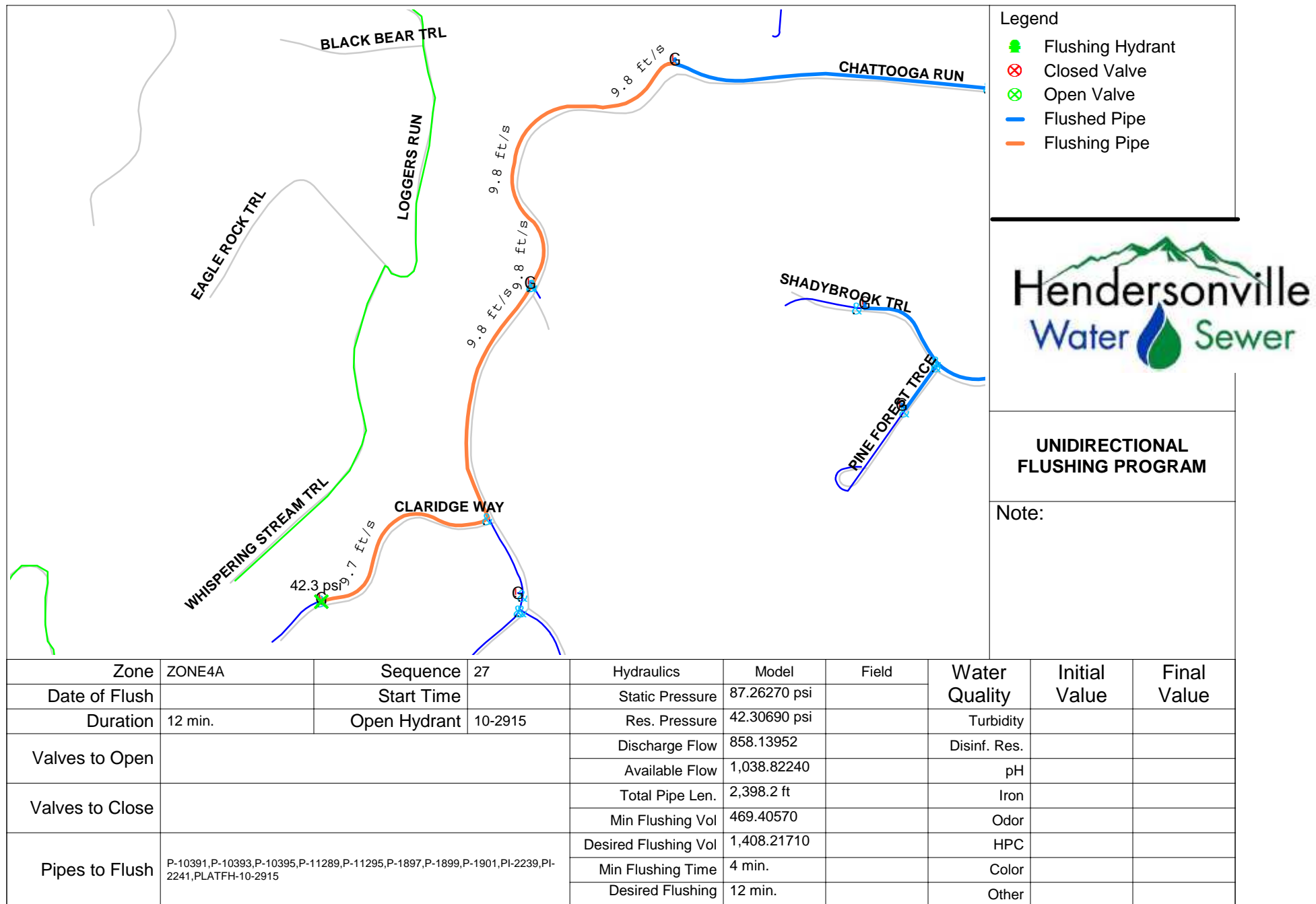


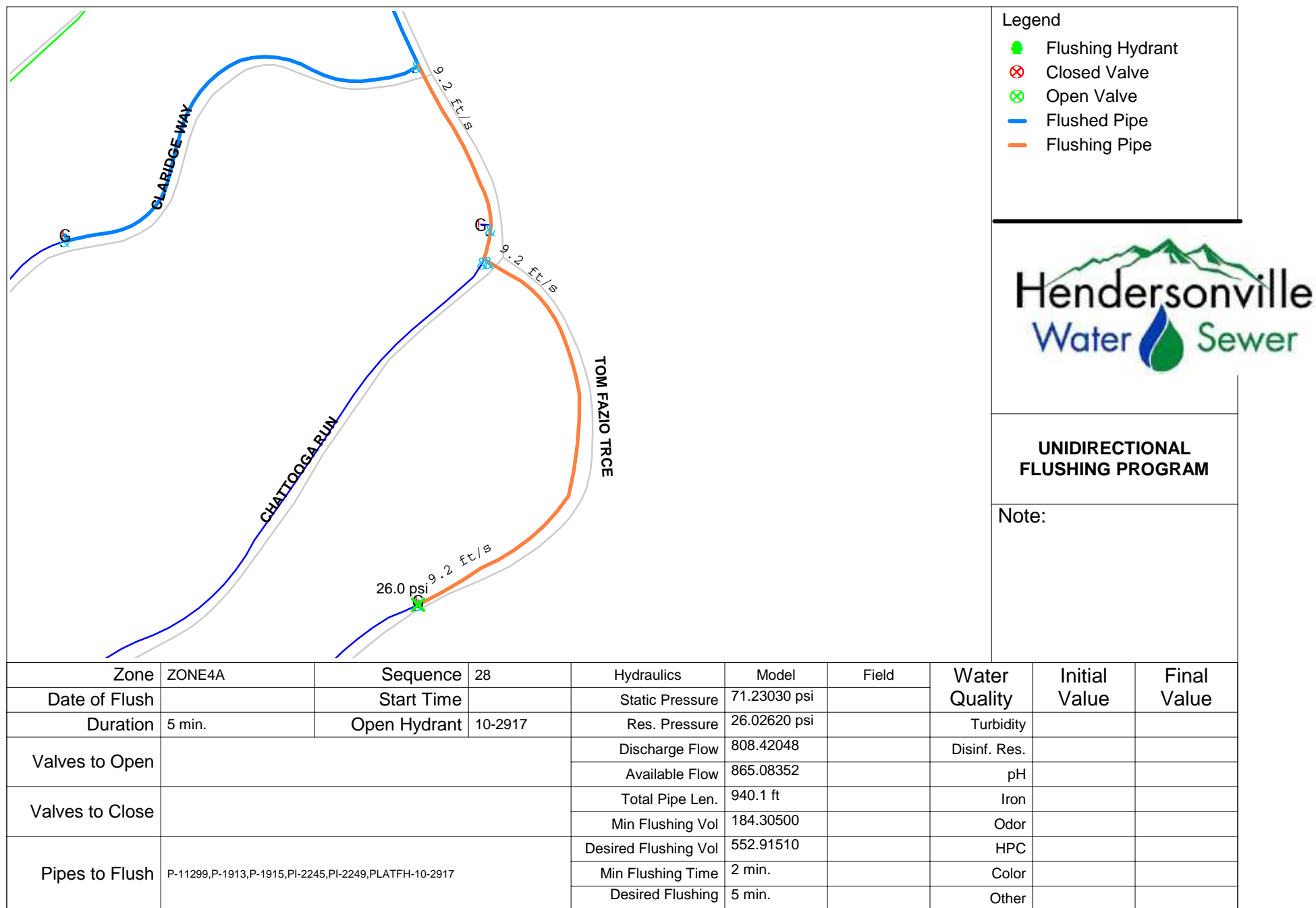


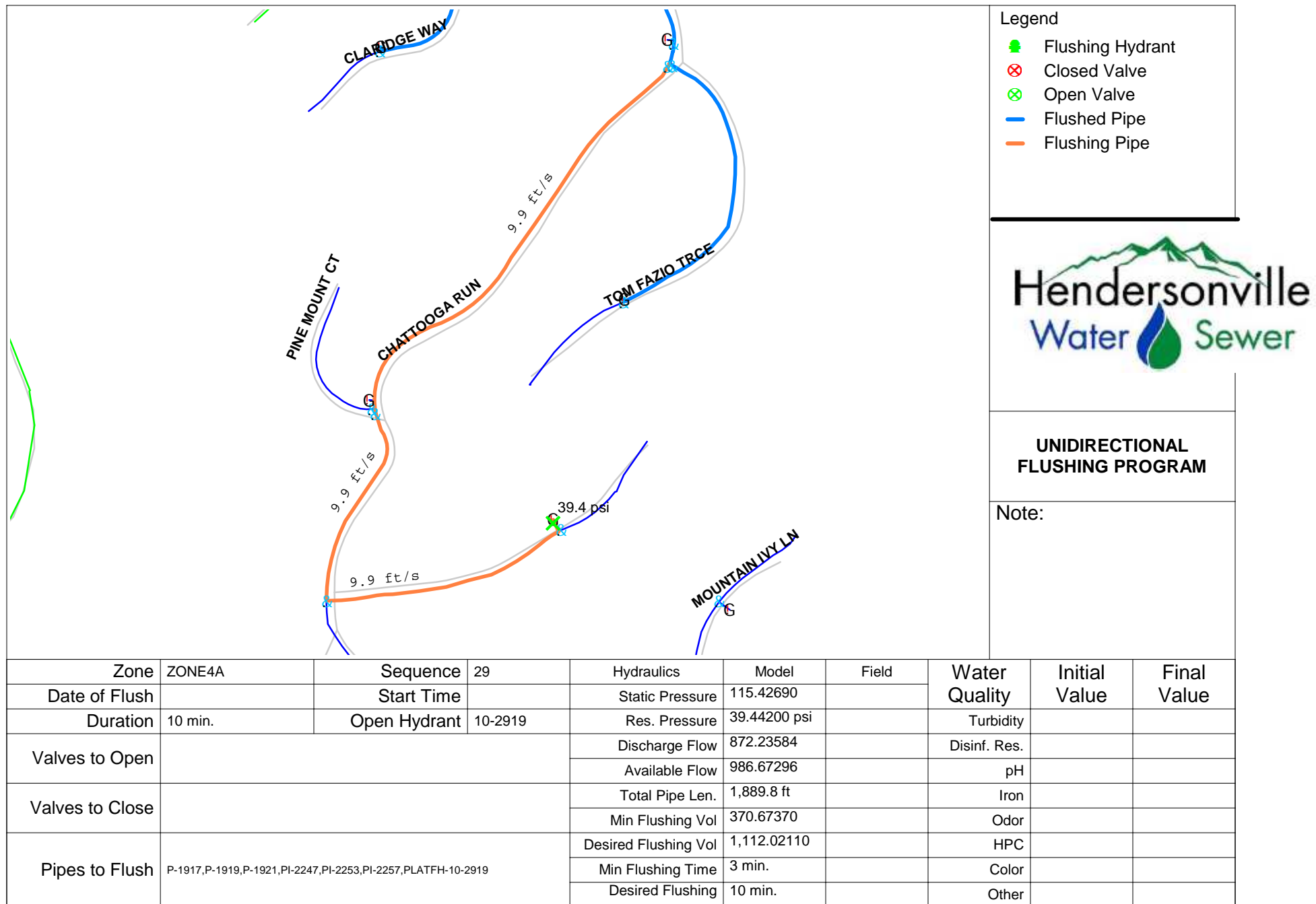


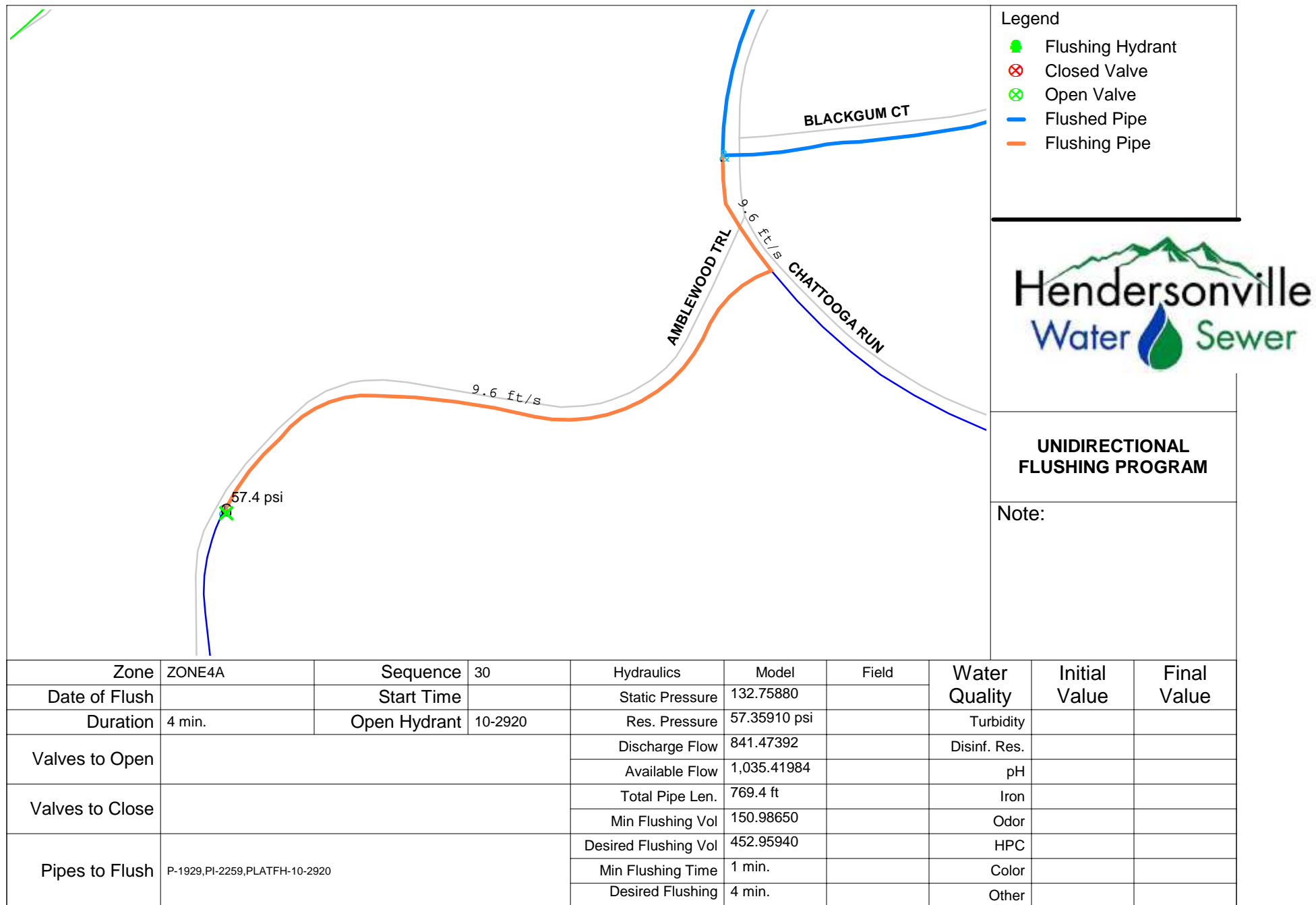


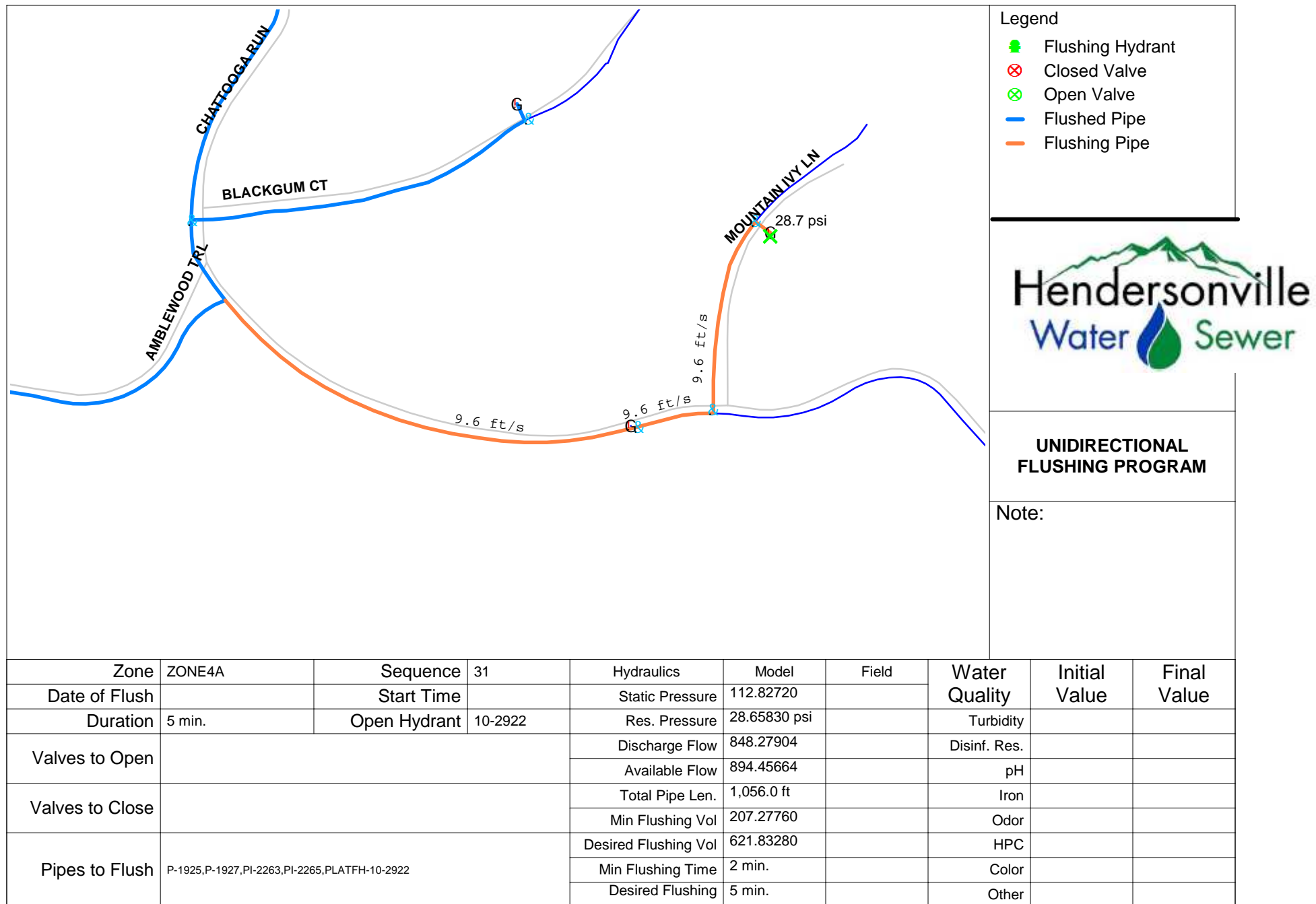


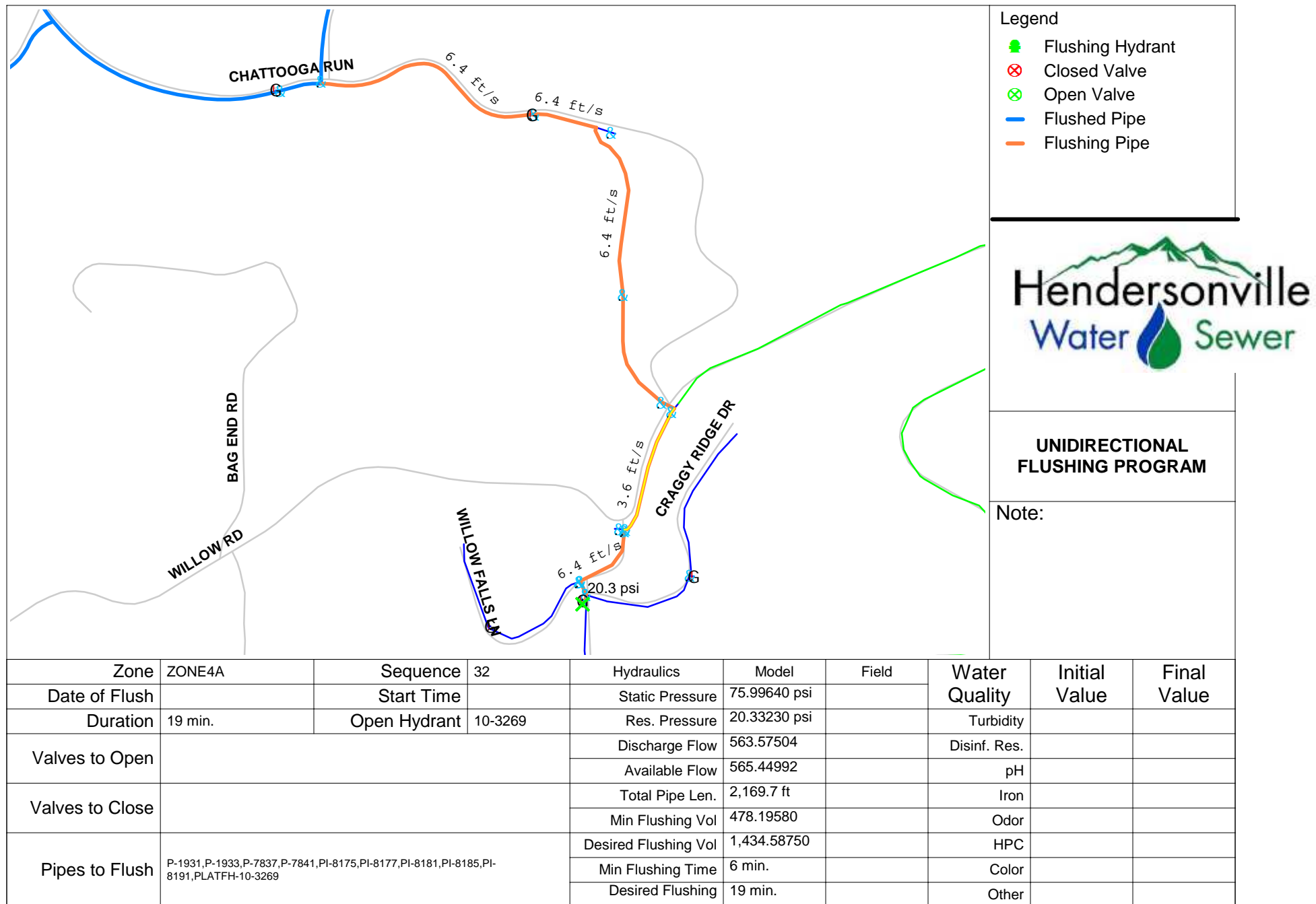


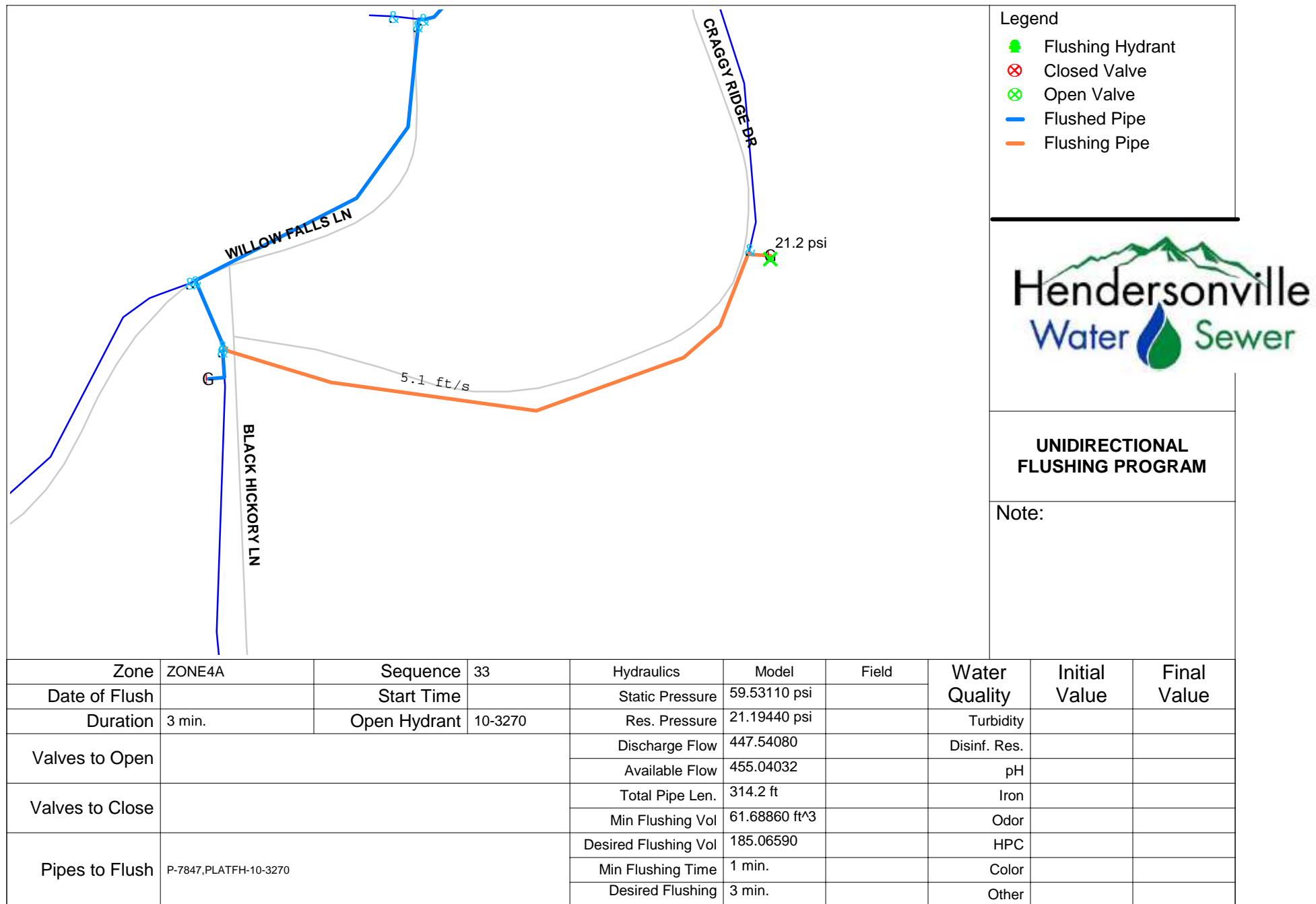


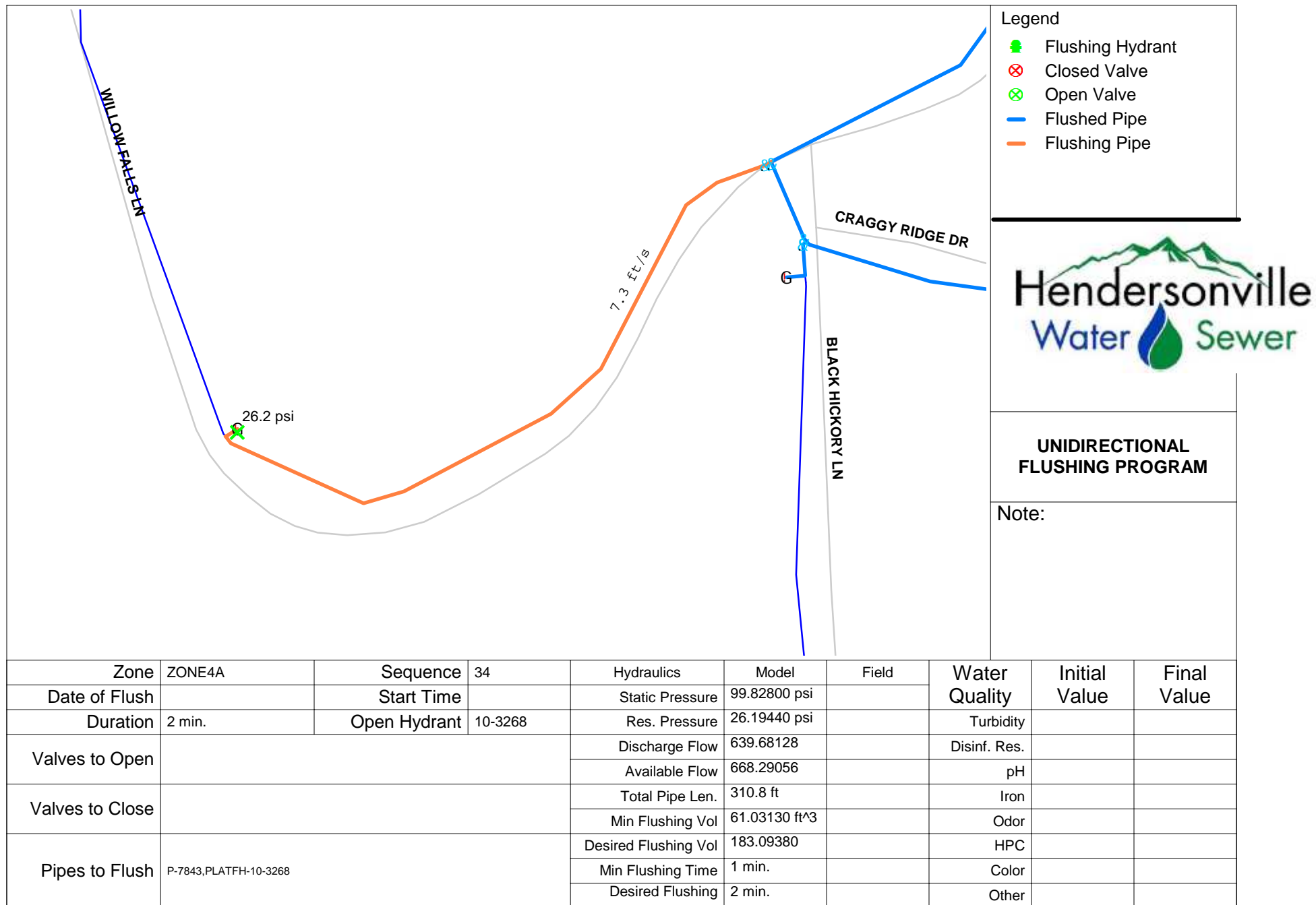


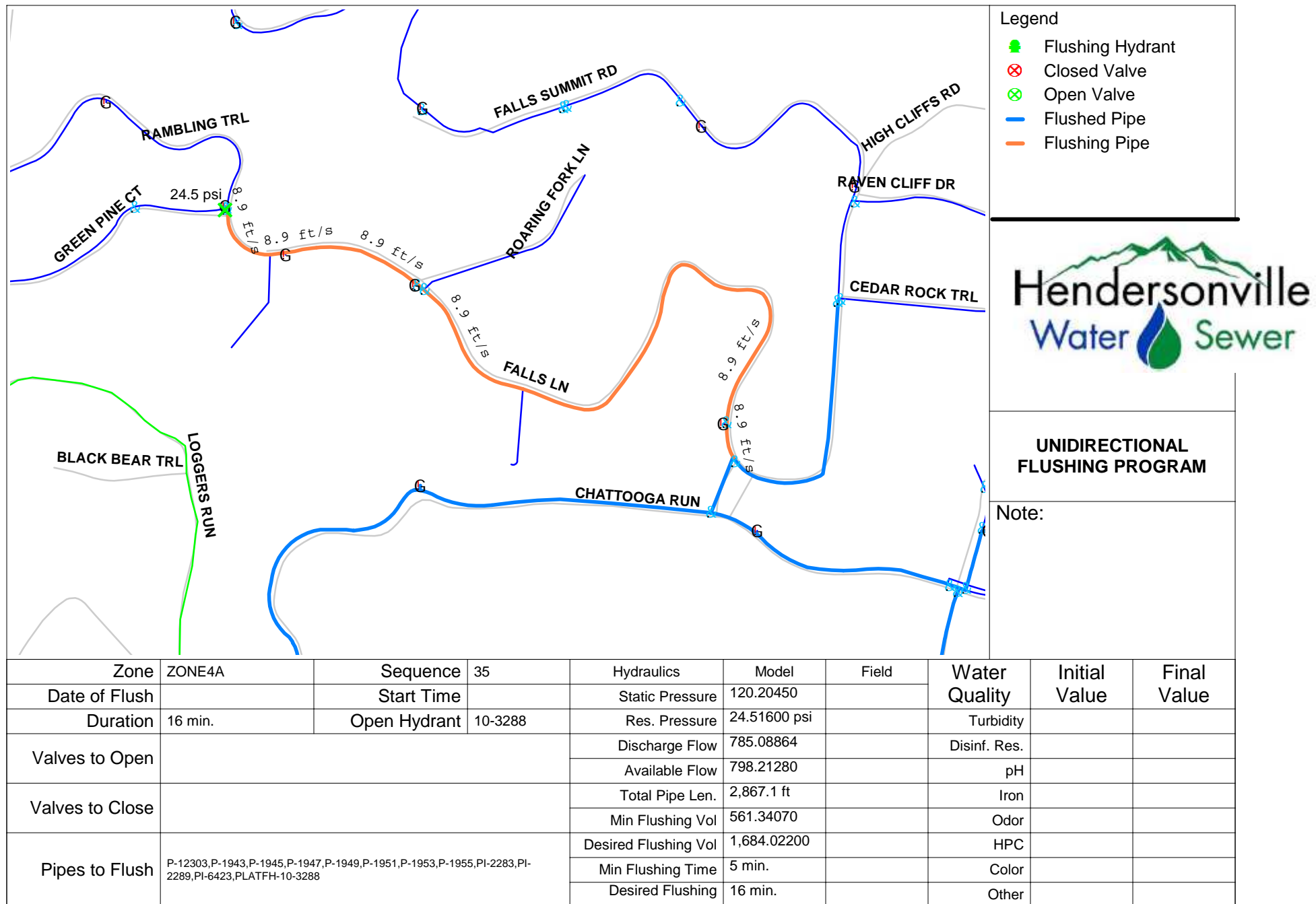


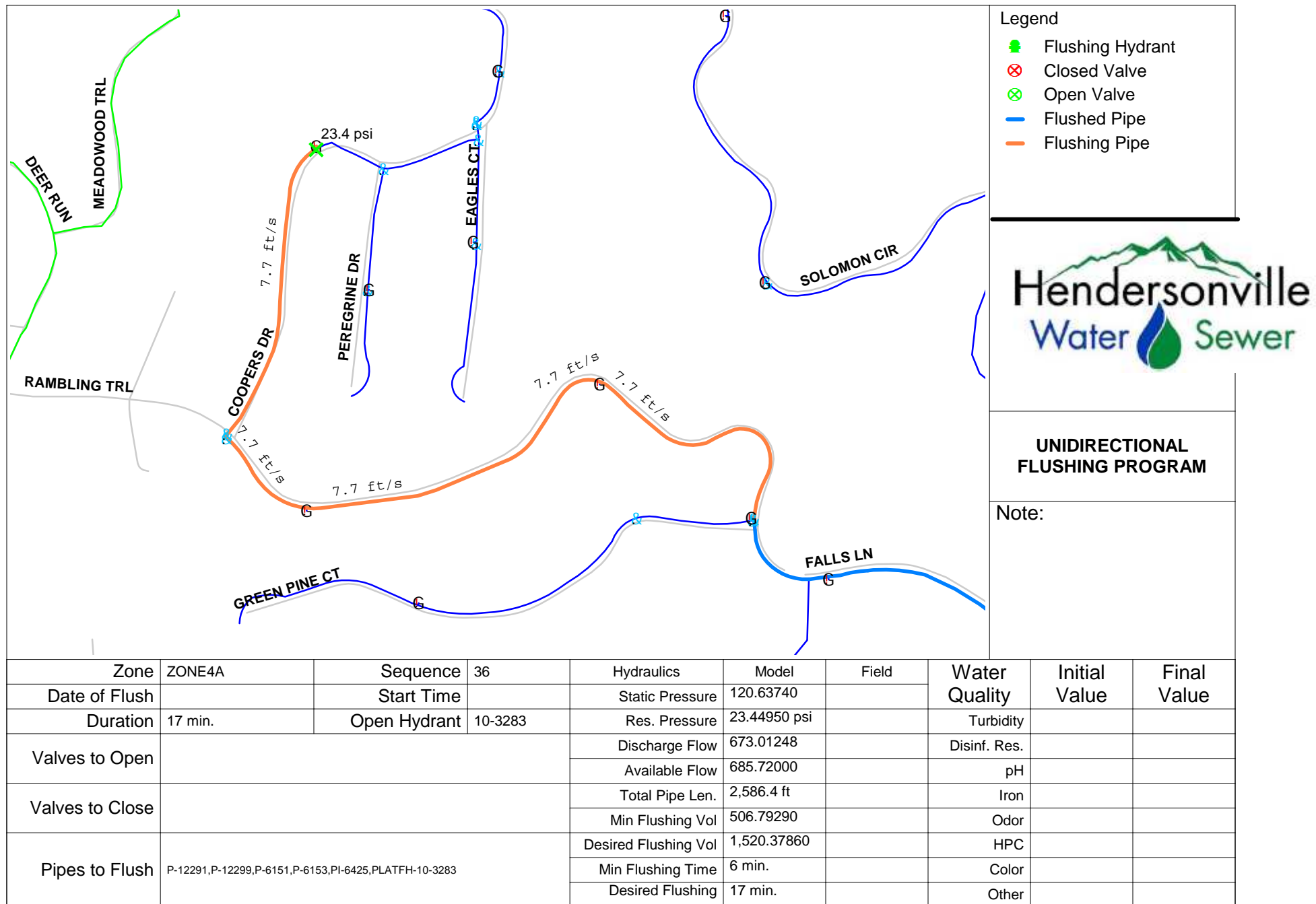


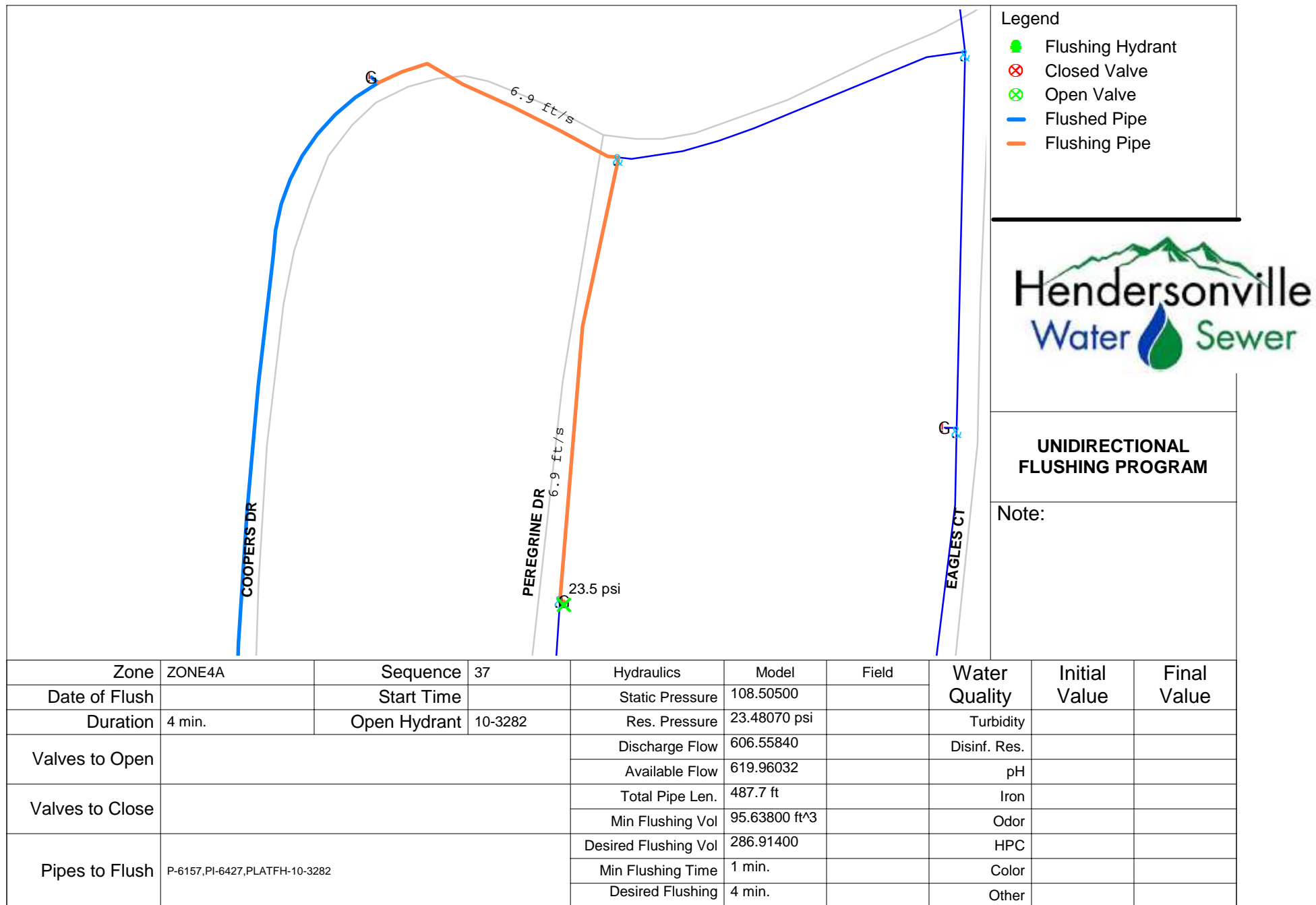


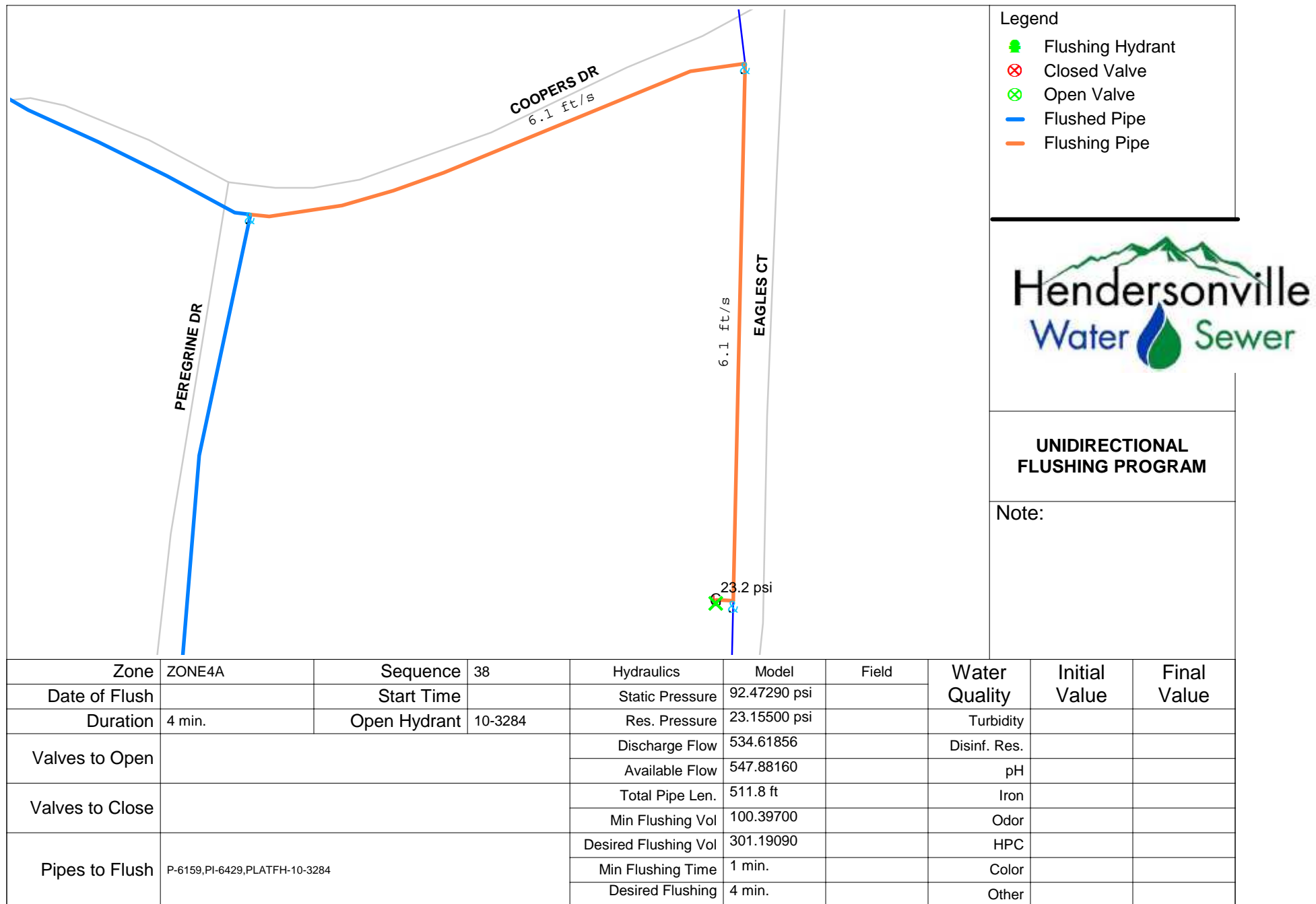


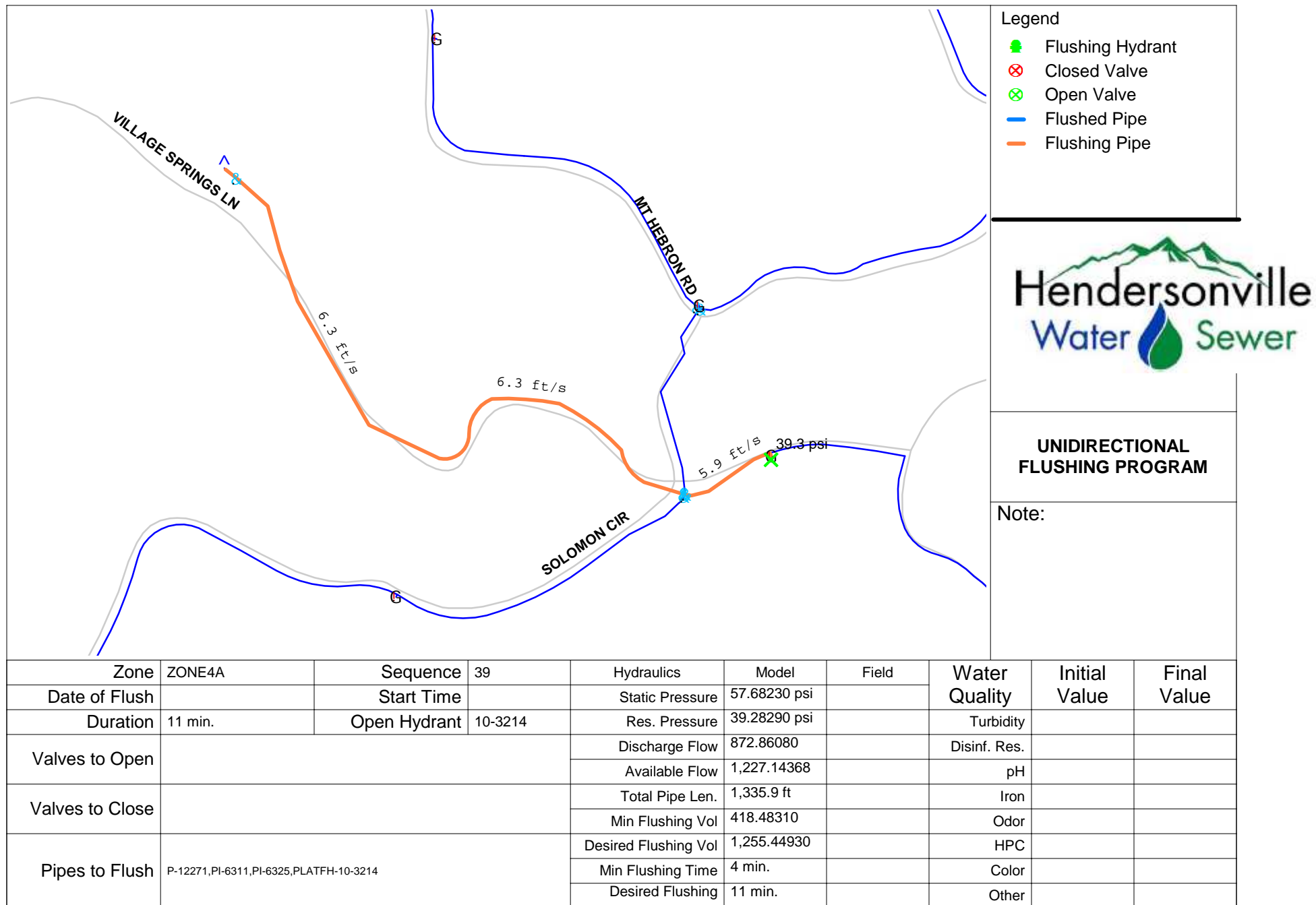


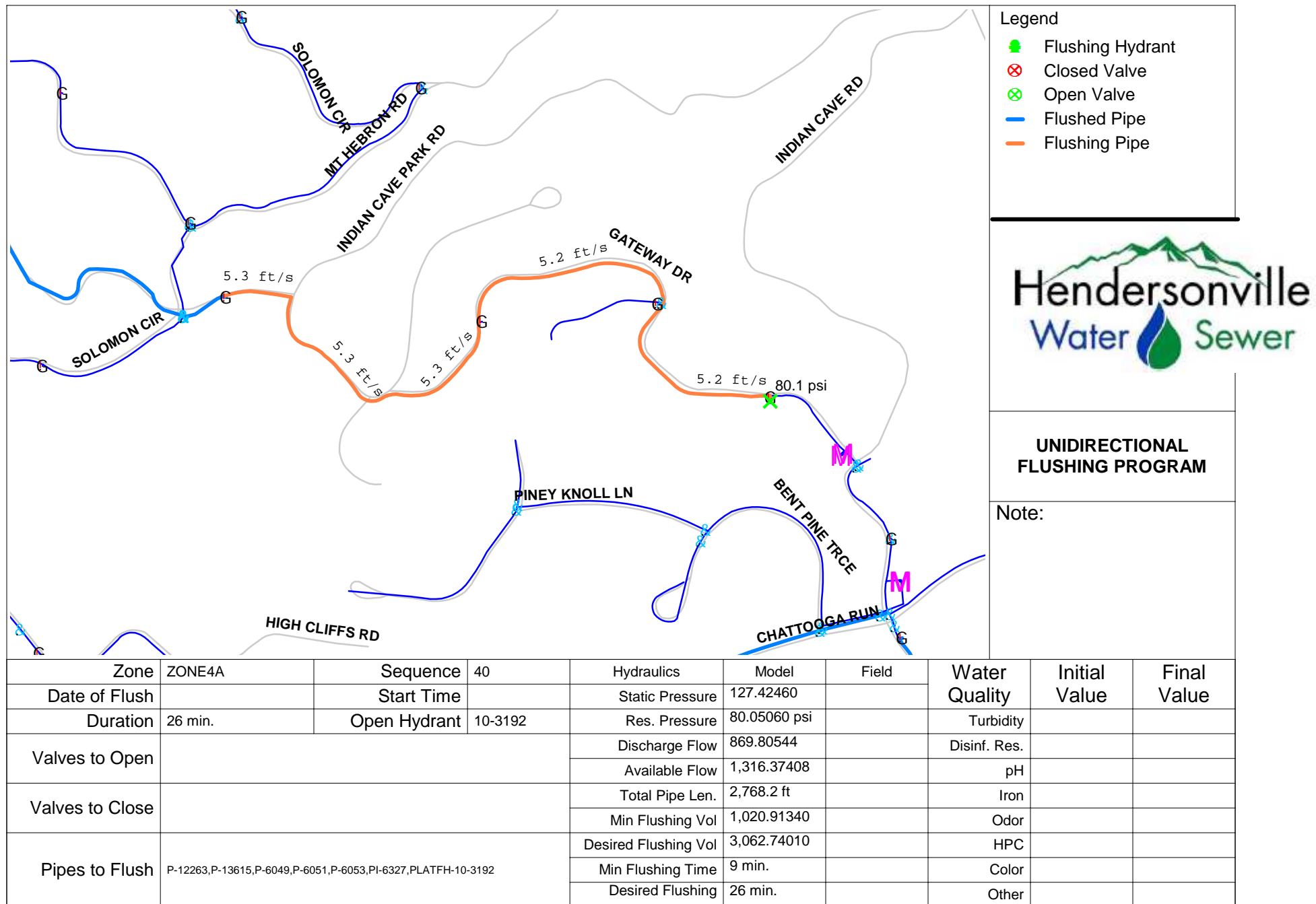


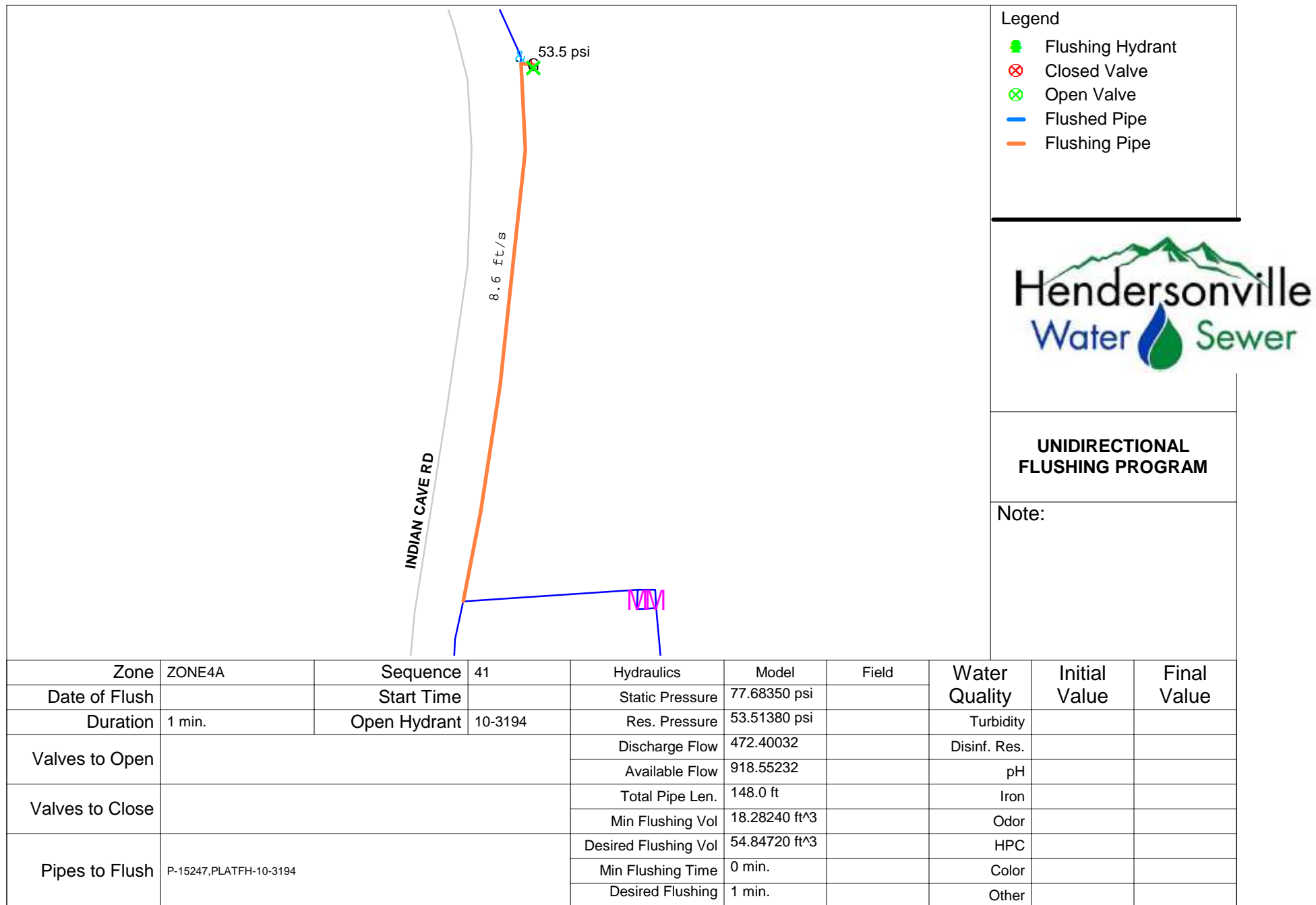


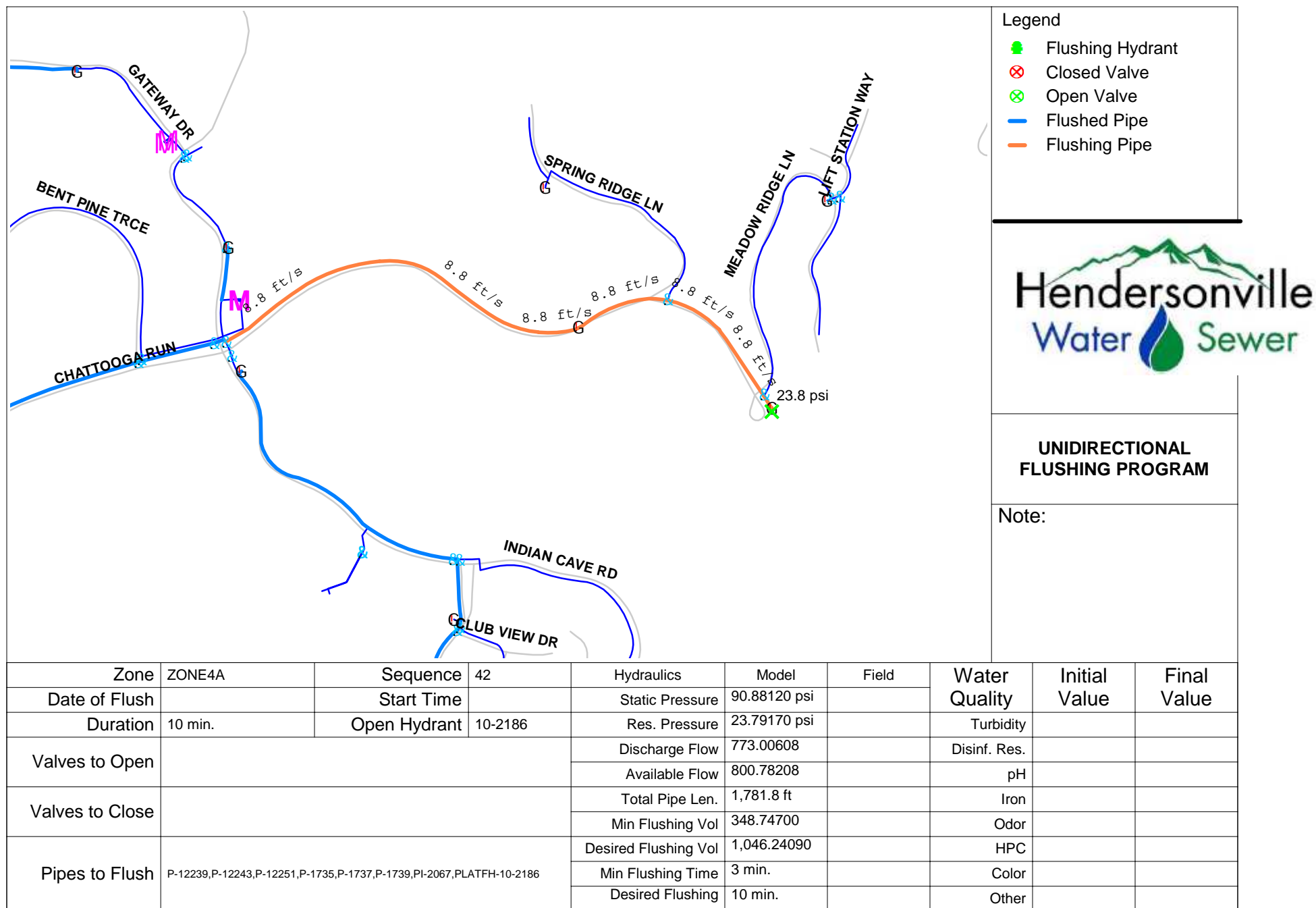


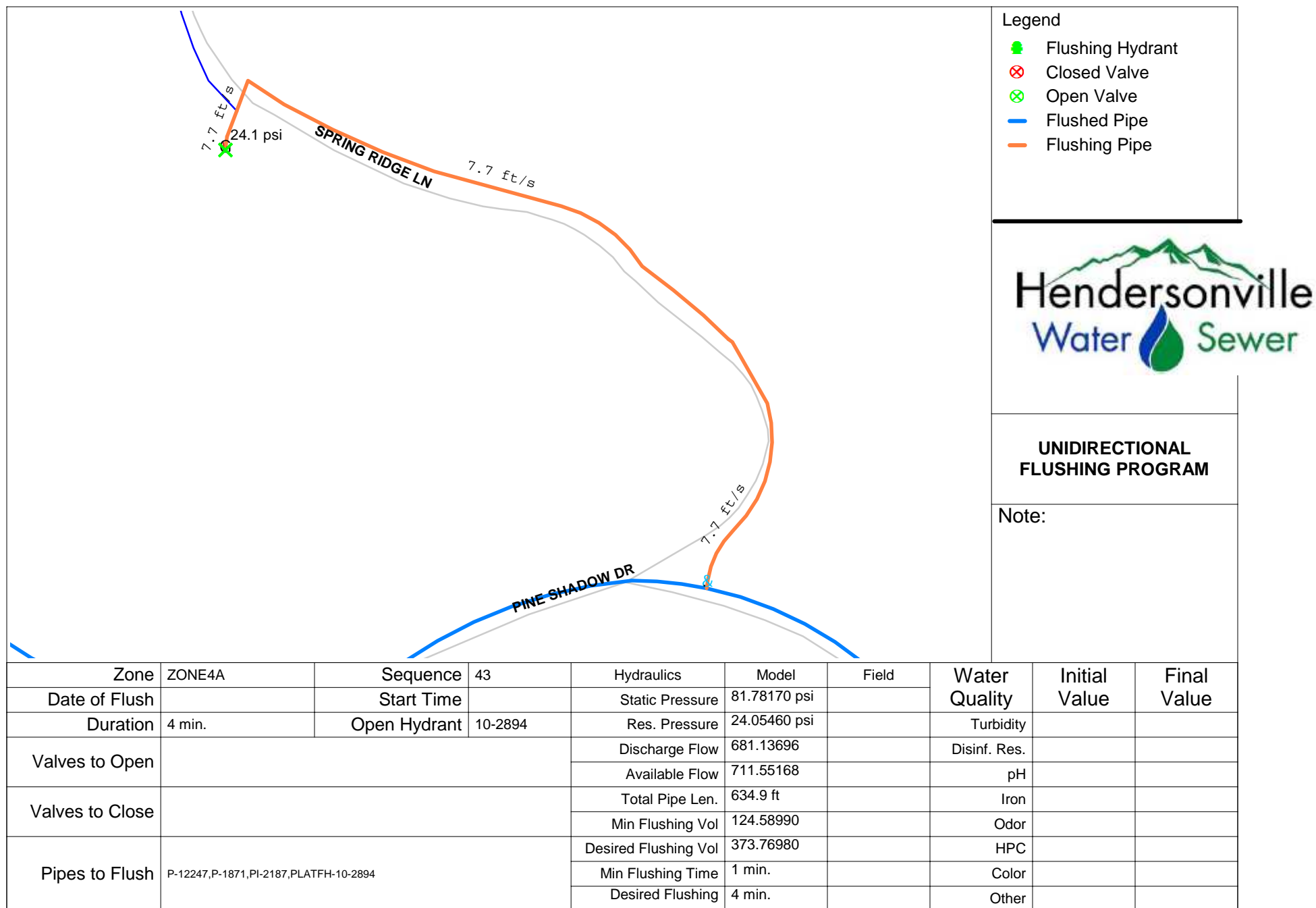


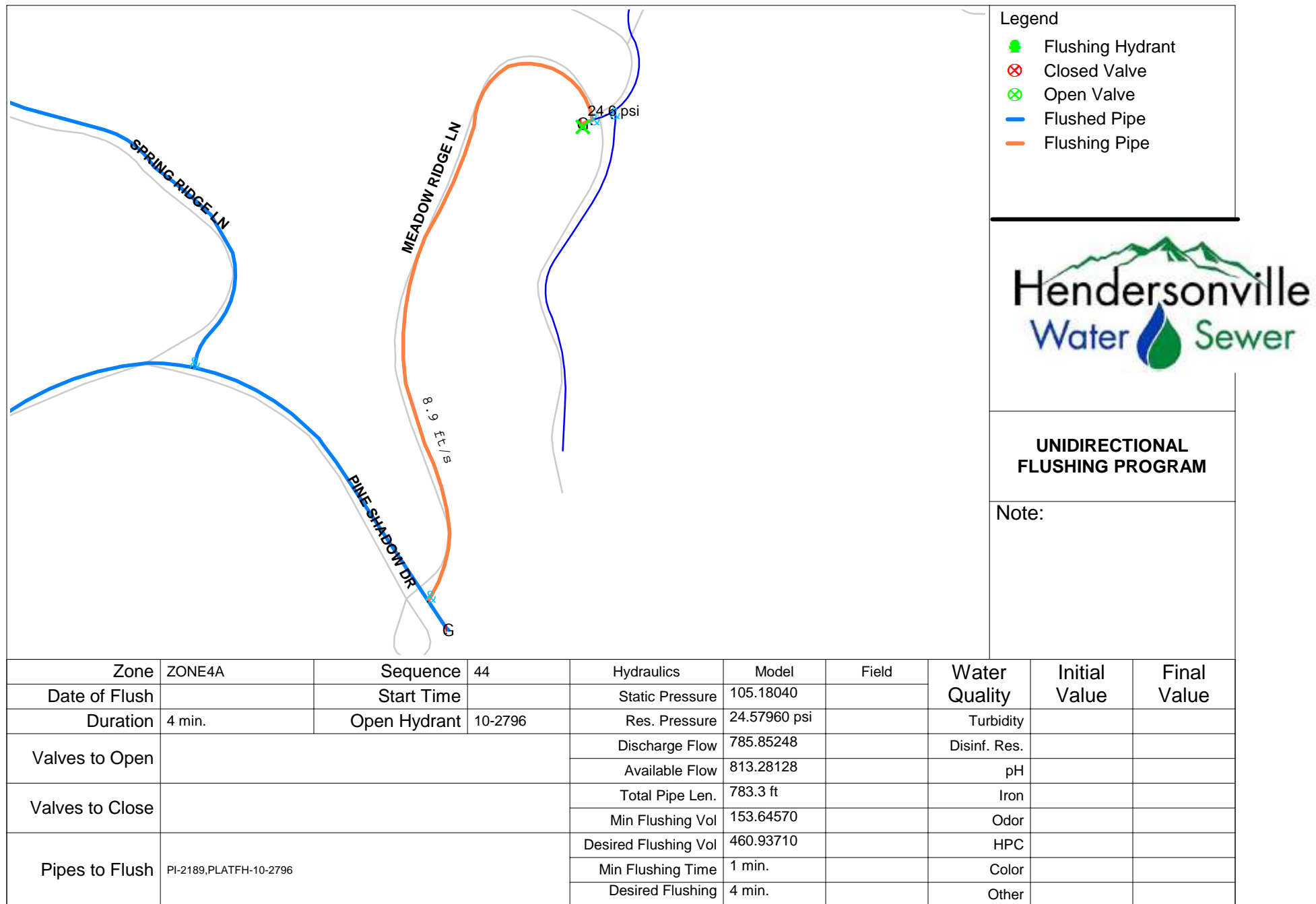


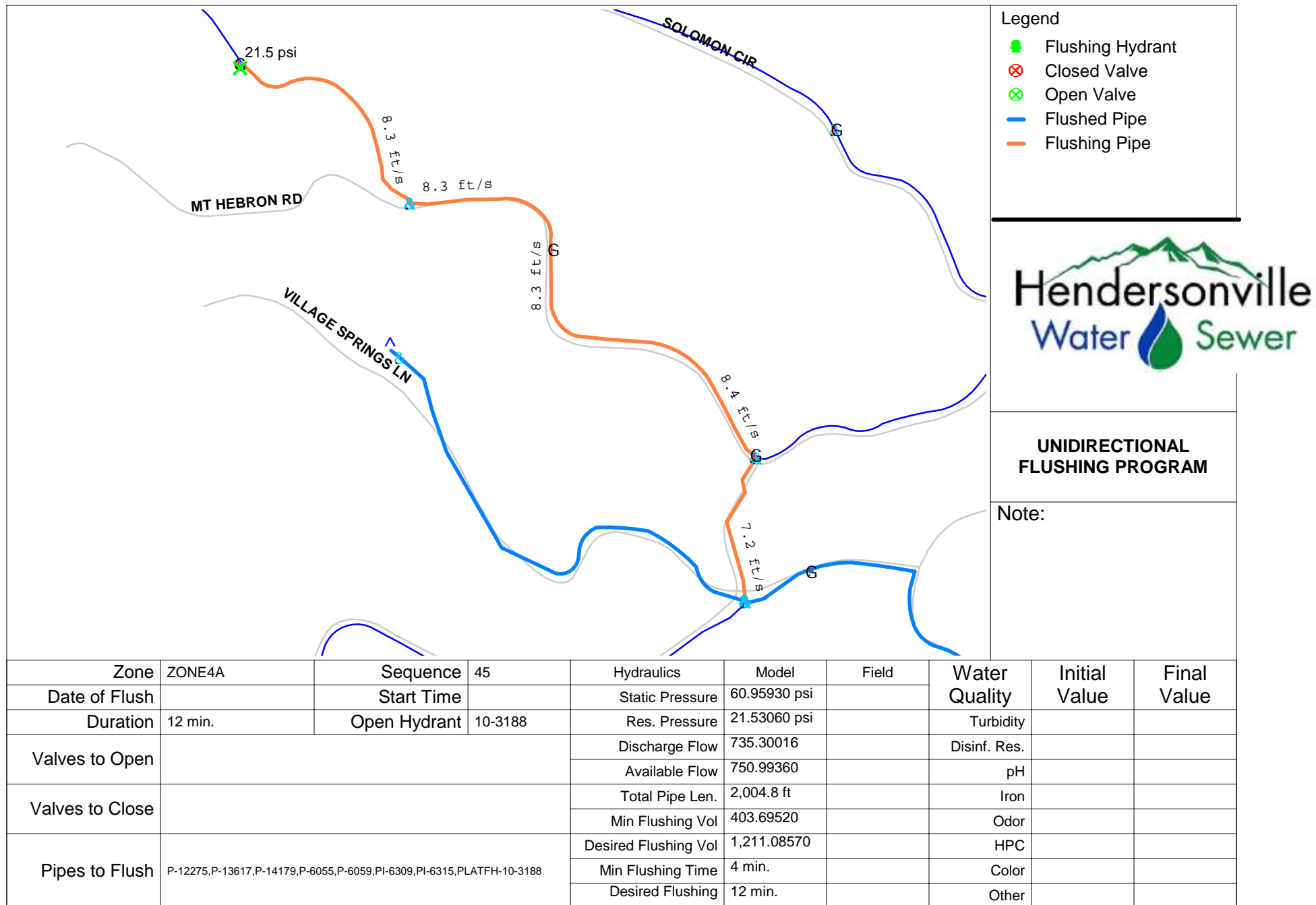


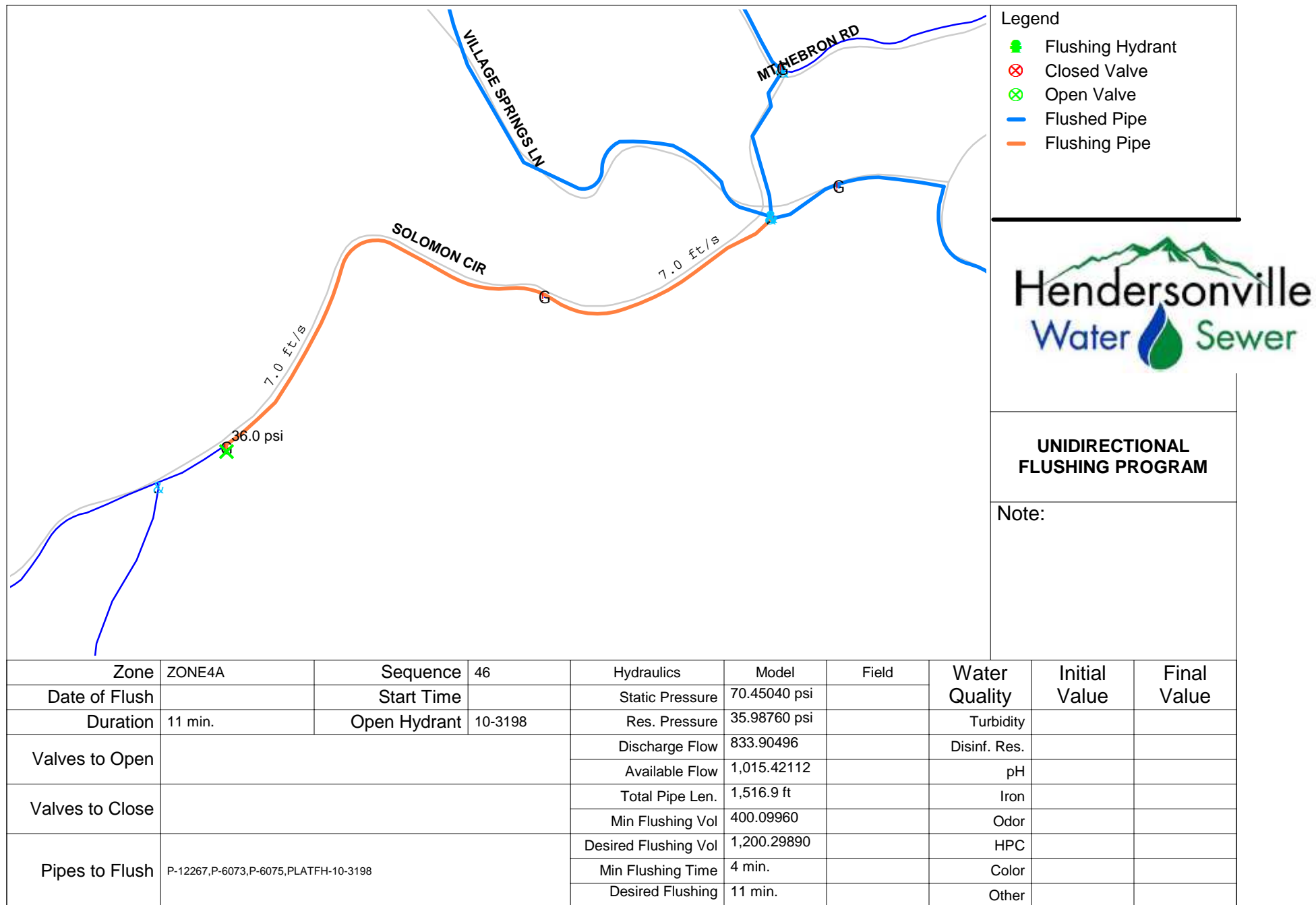


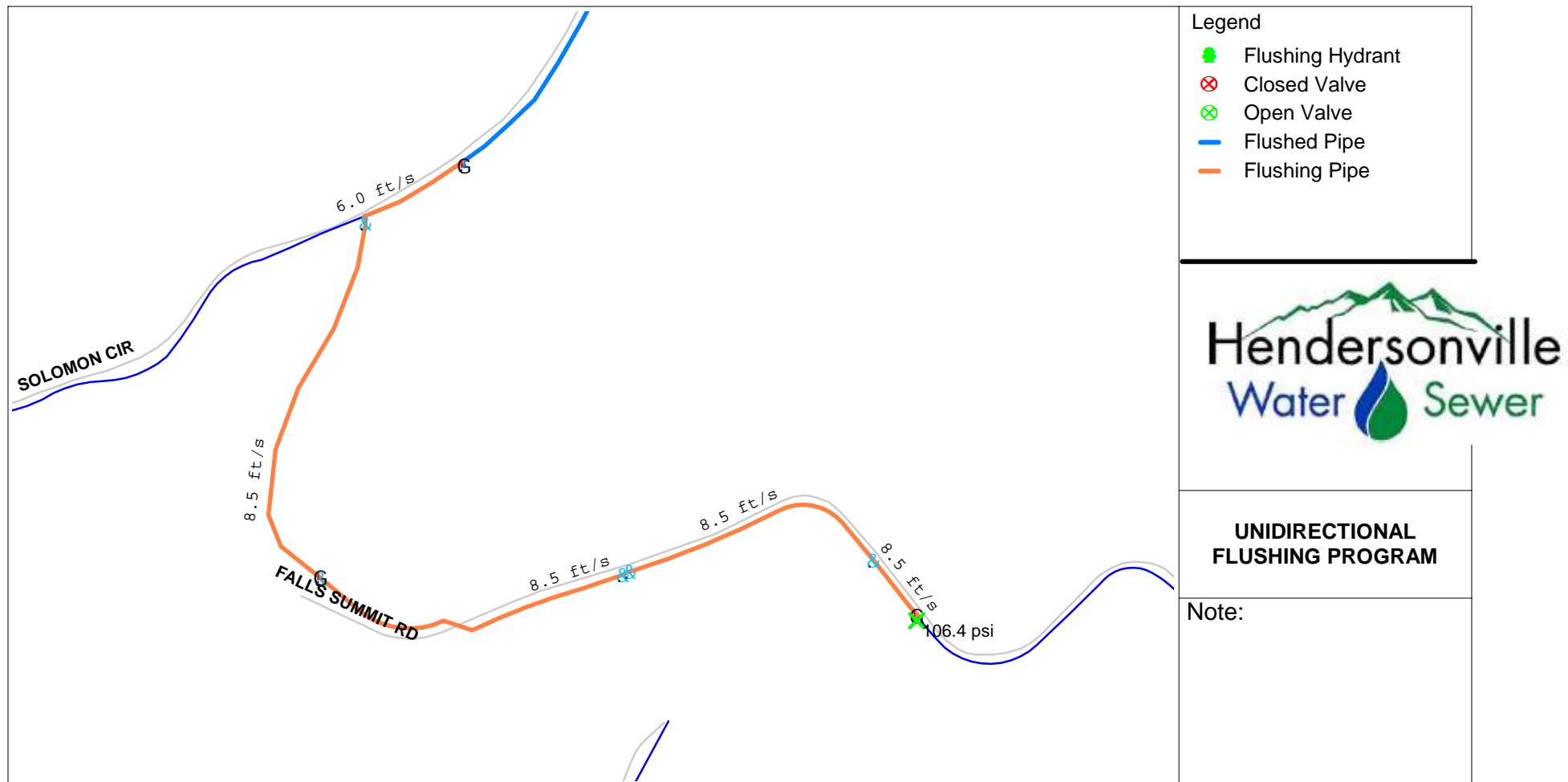




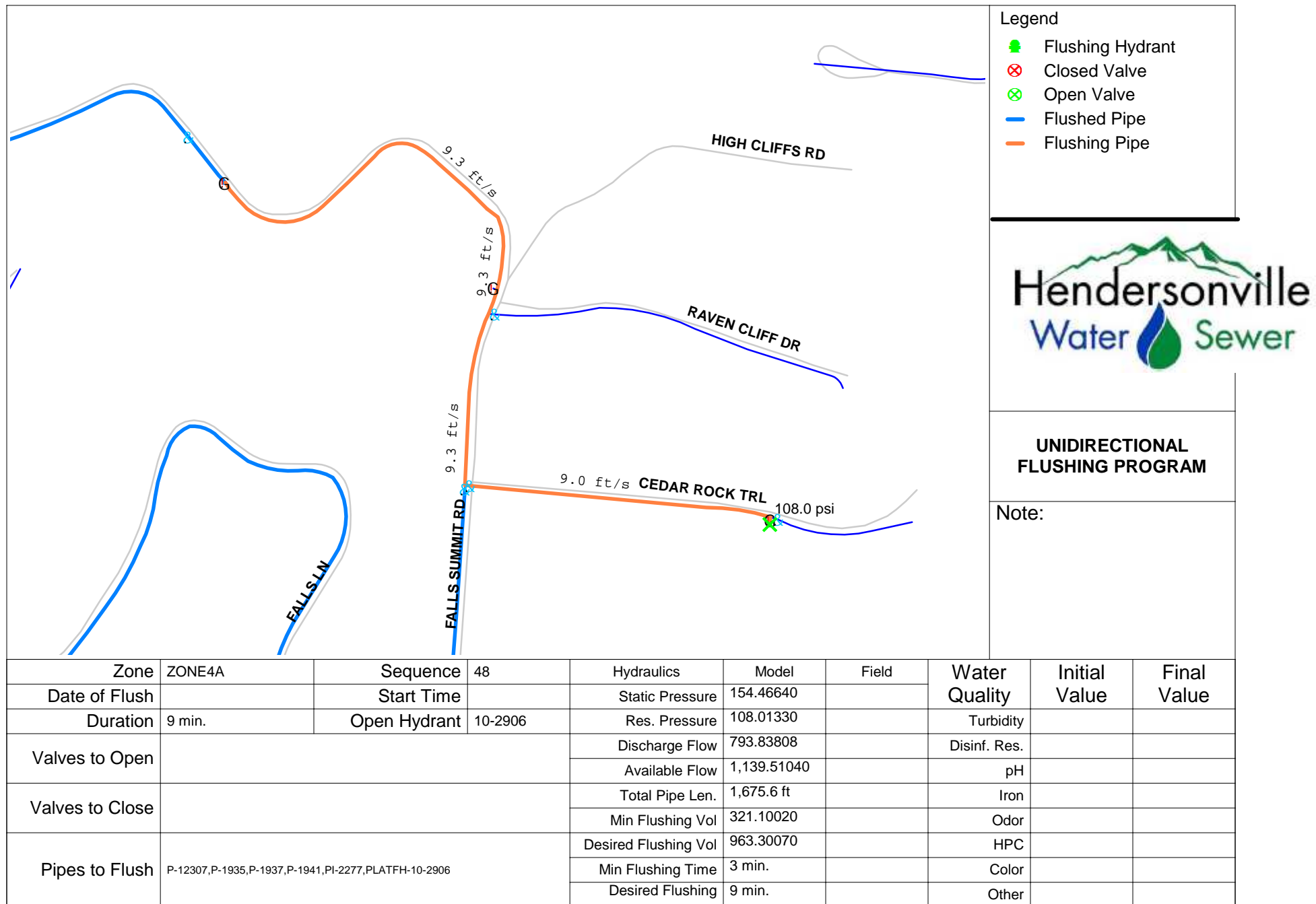


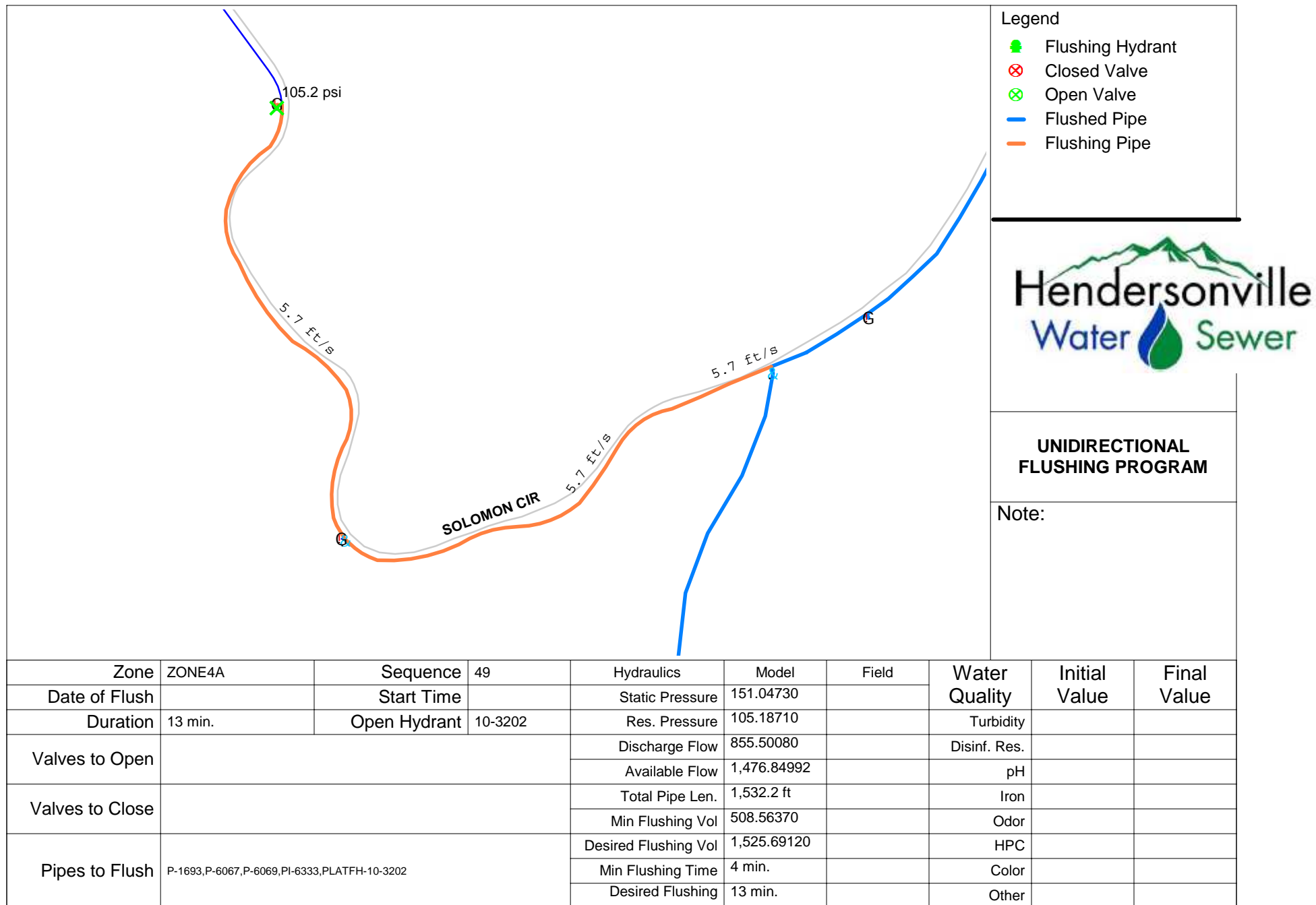


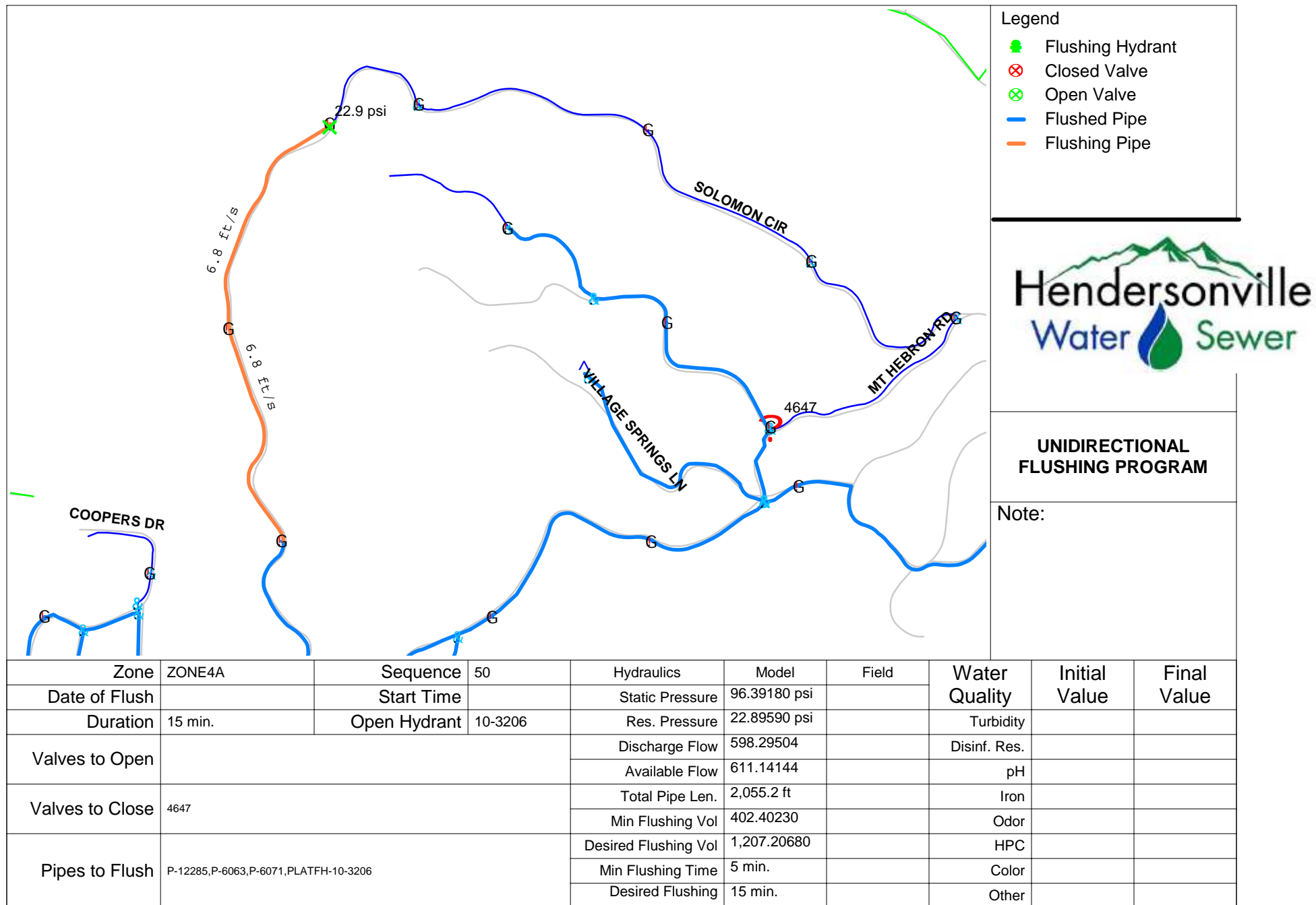


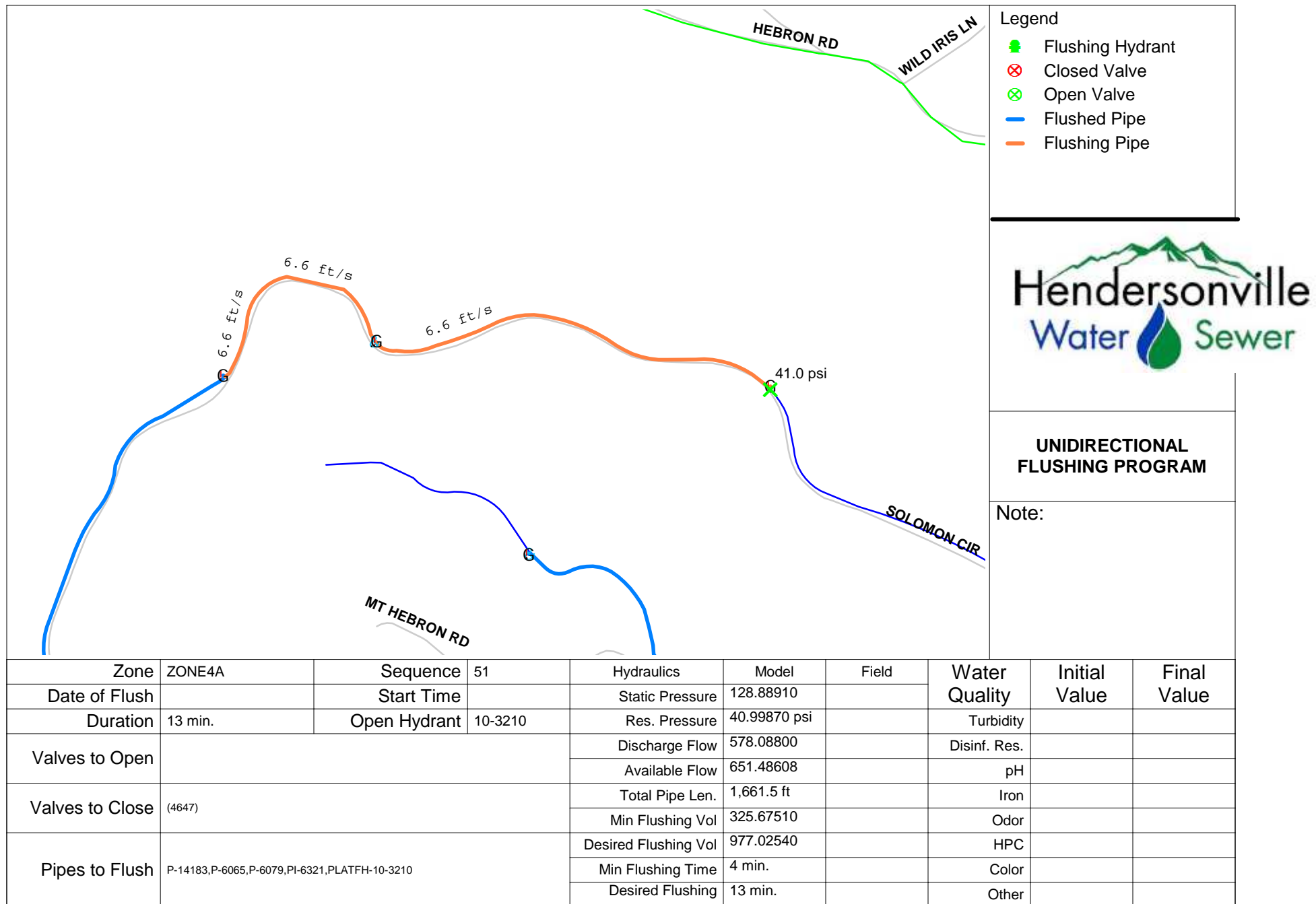


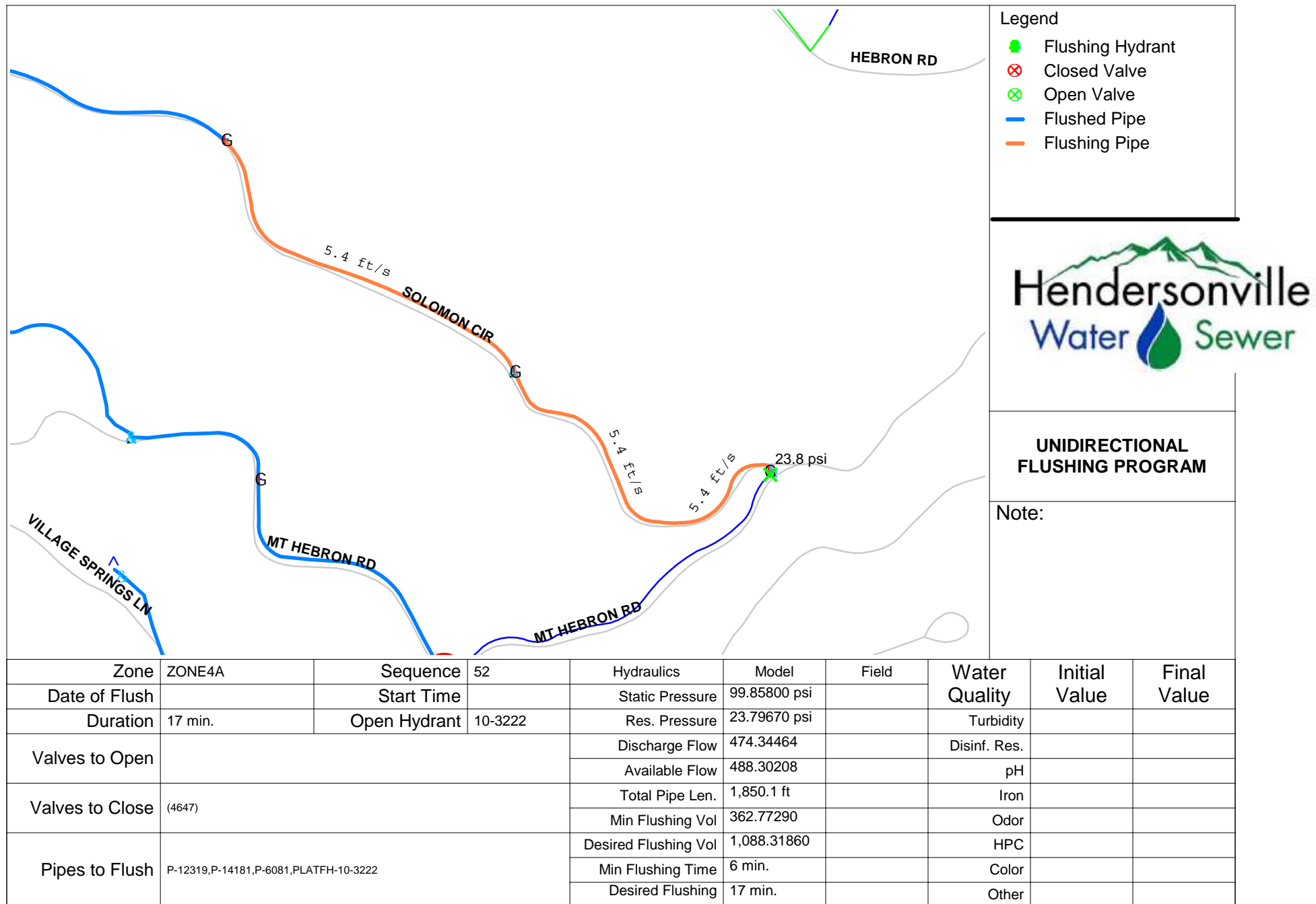
Zone	ZONE4A	Sequence	47	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	114.21030				
Duration	11 min.	Open Hydrant	10-2908	Res. Pressure	106.35200		Turbidity		
Valves to Open				Discharge Flow	716.13472		Disinf. Res.		
				Available Flow	1,205.20064		pH		
Valves to Close				Total Pipe Len.	1,785.7 ft		Iron		
				Min Flushing Vol	349.27460		Odor		
Pipes to Flush	P-10381,P-10383,P-1691,PI-2033,PI-2035,PI-2275,PI-2281,PI-6323,PLATFH-10-2908			Desired Flushing Vol	1,047.82380		HPC		
				Min Flushing Time	4 min.		Color		
				Desired Flushing	11 min.		Other		

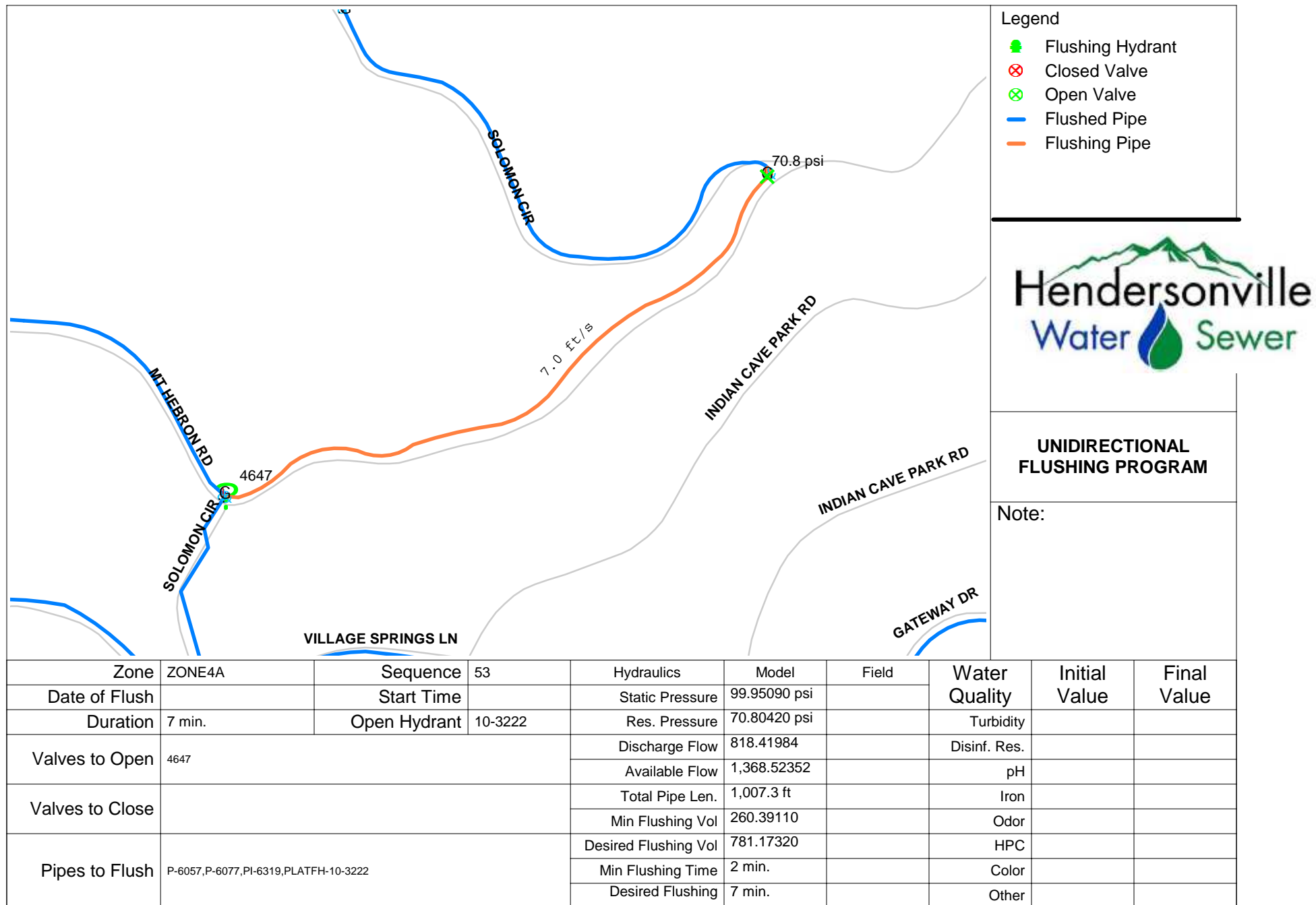


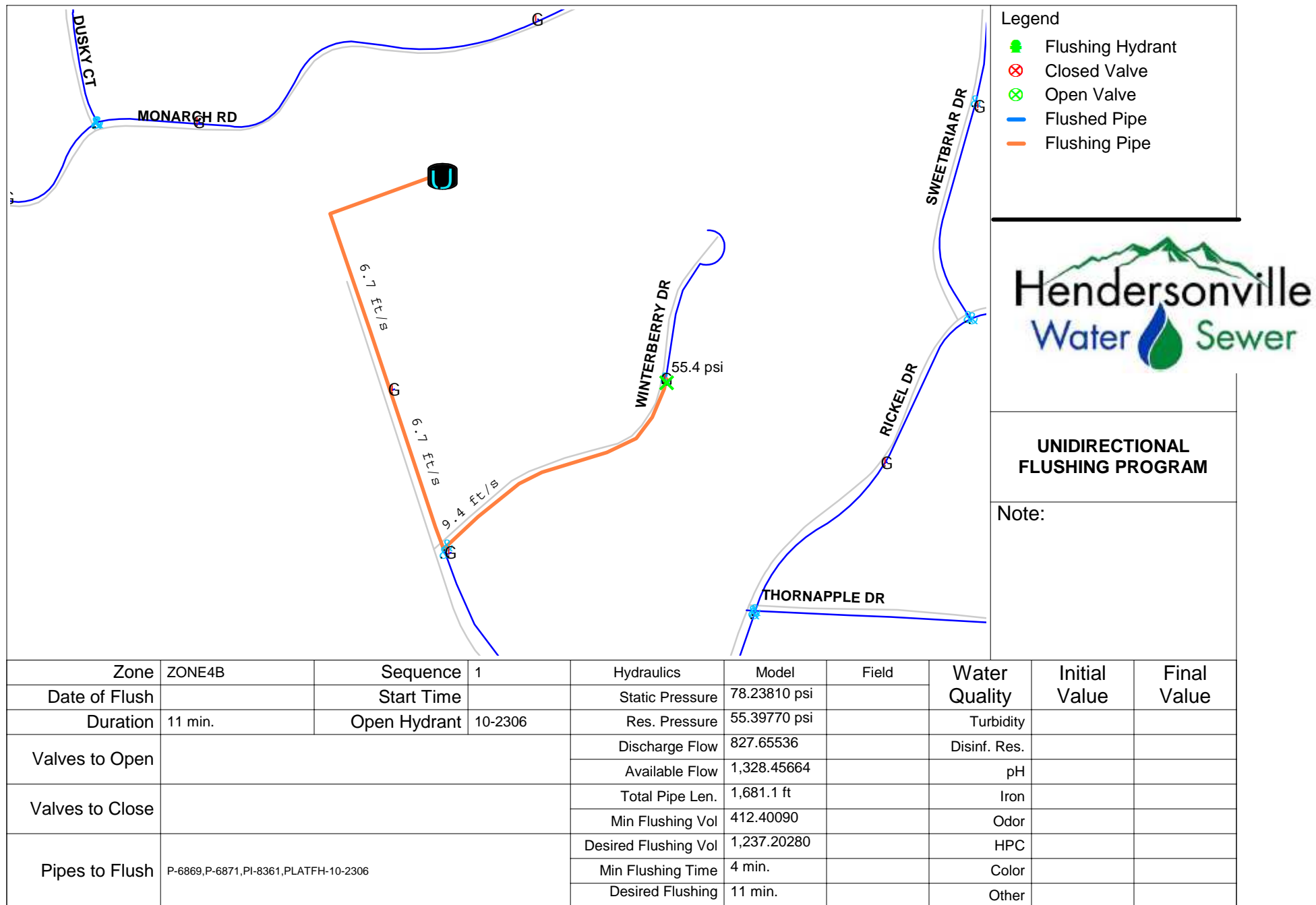


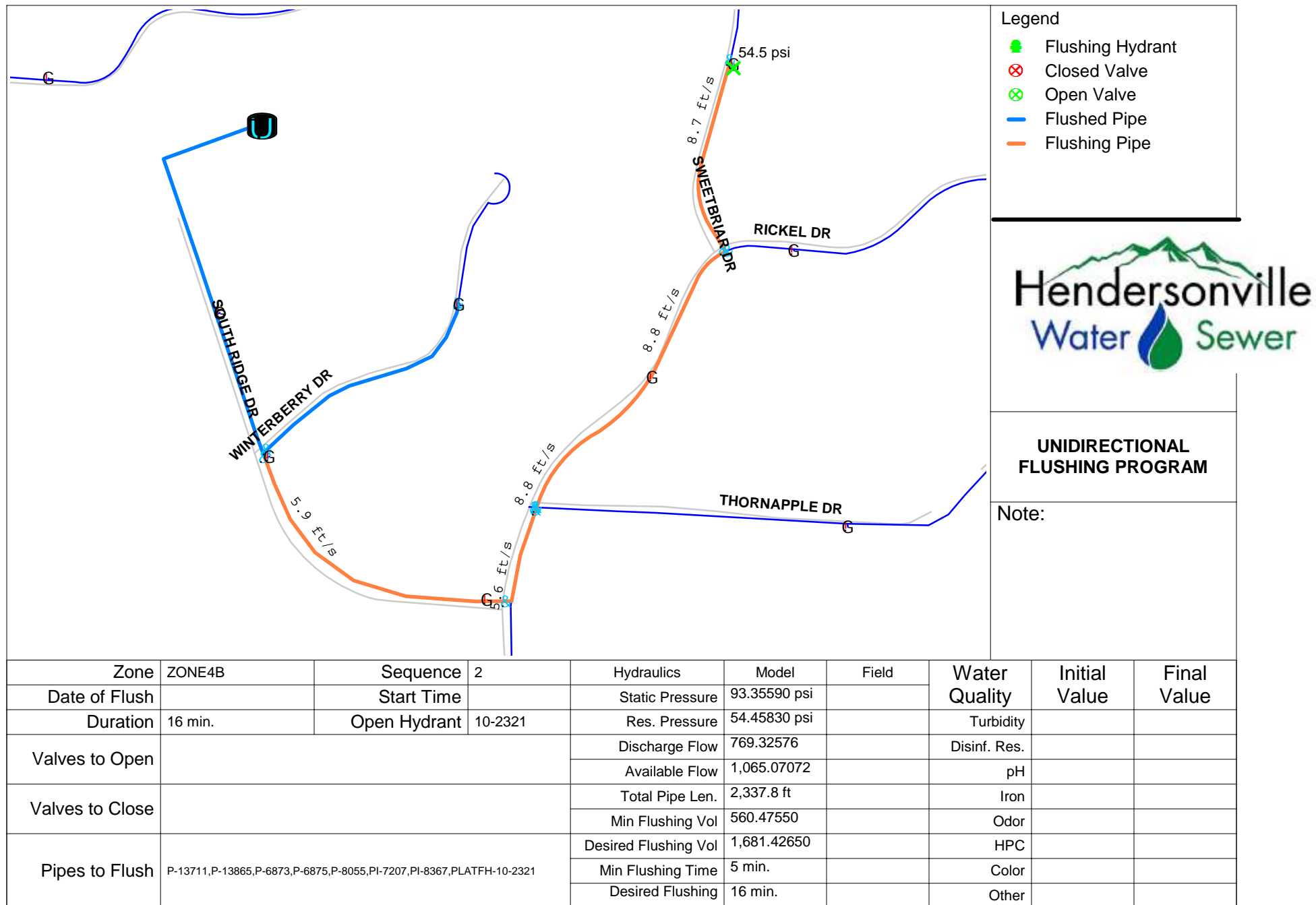


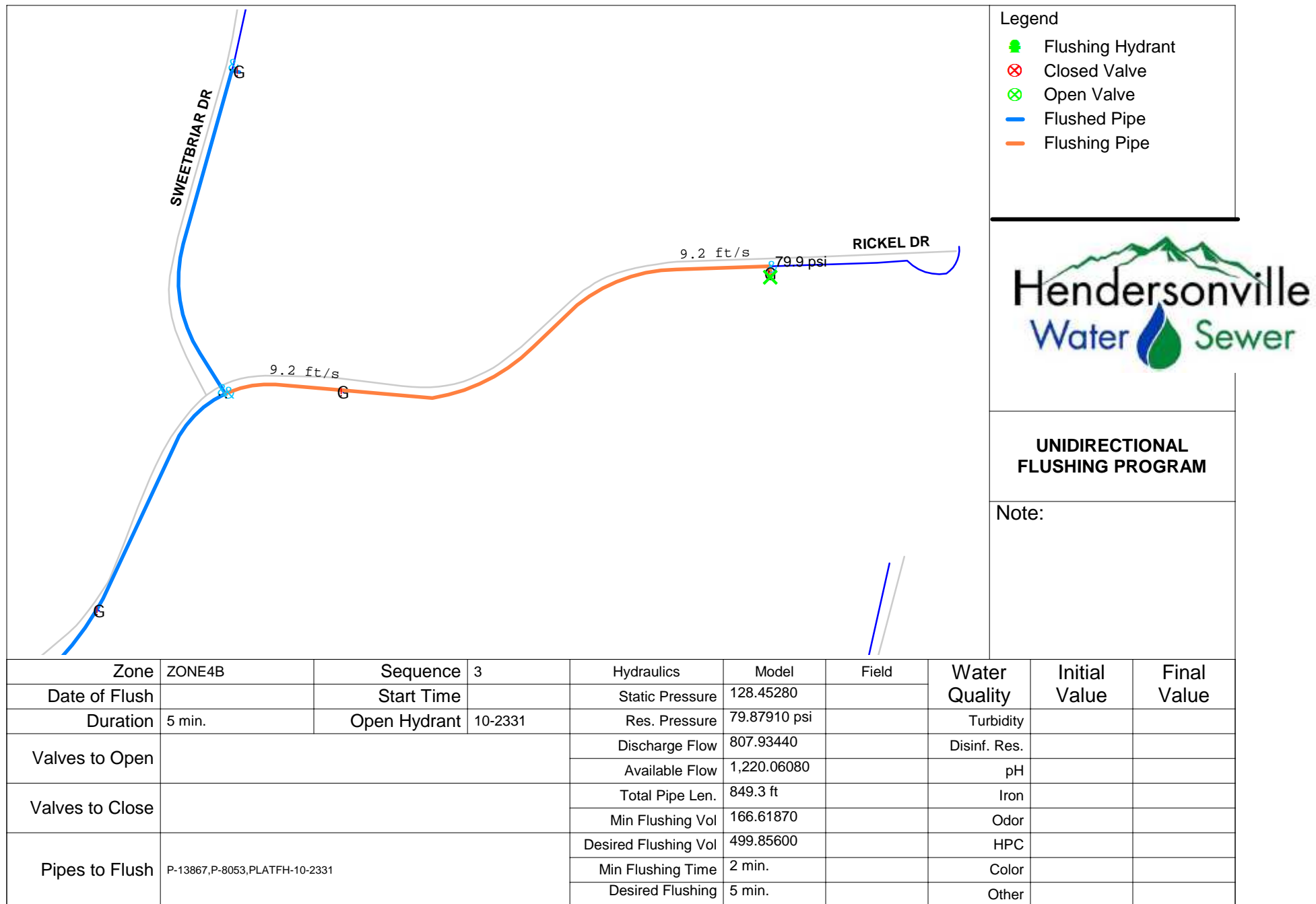




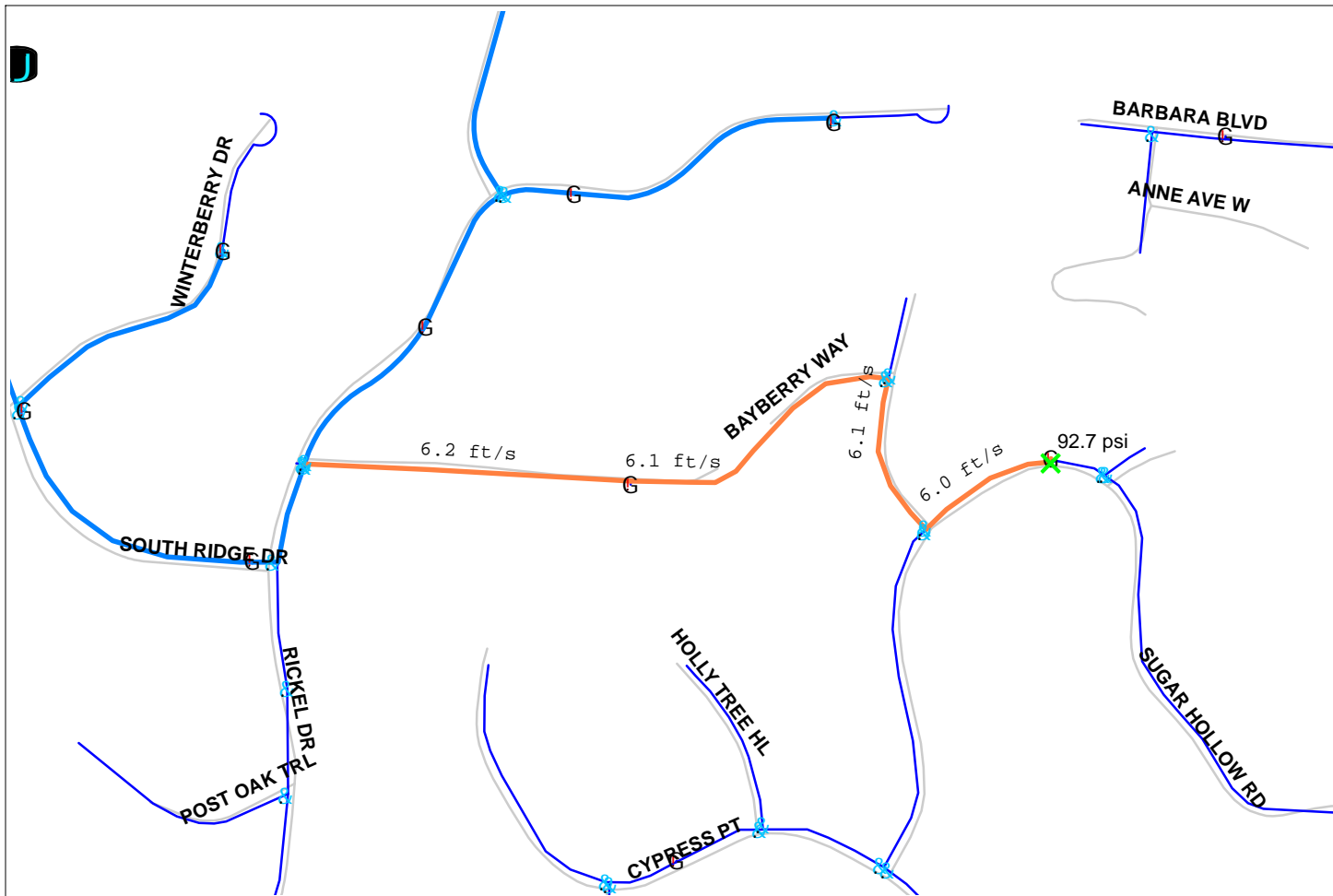








D



Legend

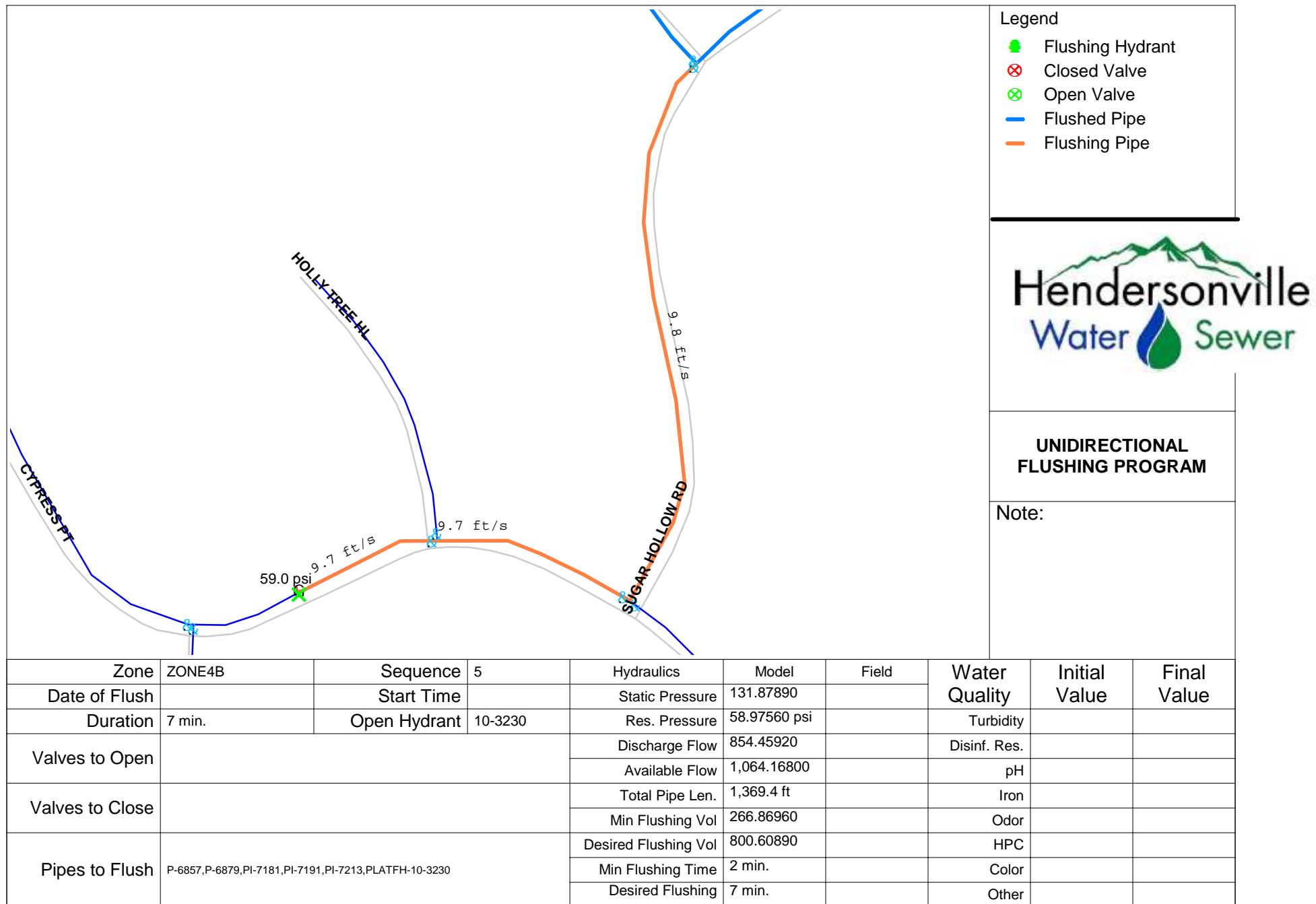
- Flushing Hydrant
- ⊗ Closed Valve
- ⊗ Open Valve
- Flushed Pipe
- Flushing Pipe

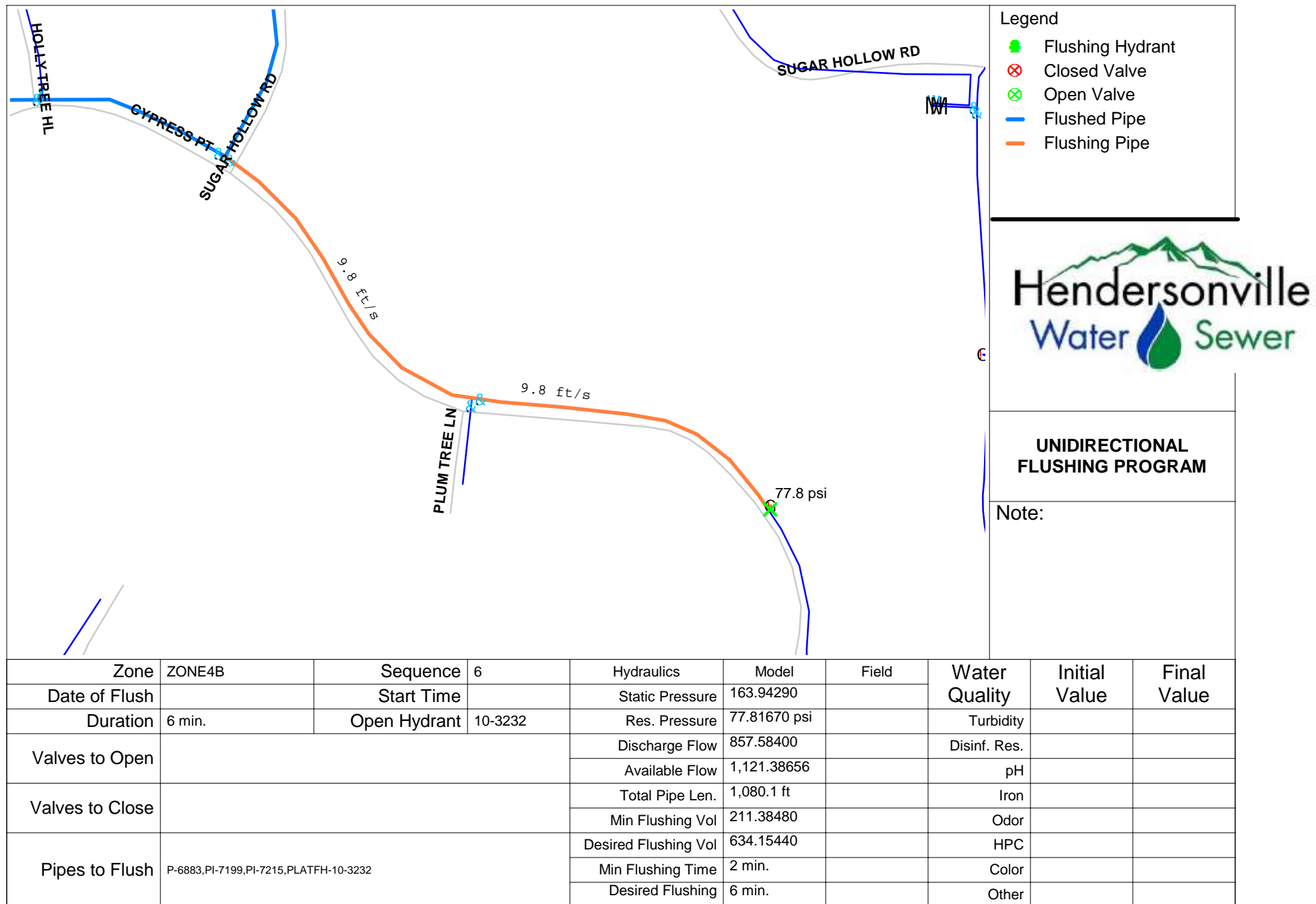


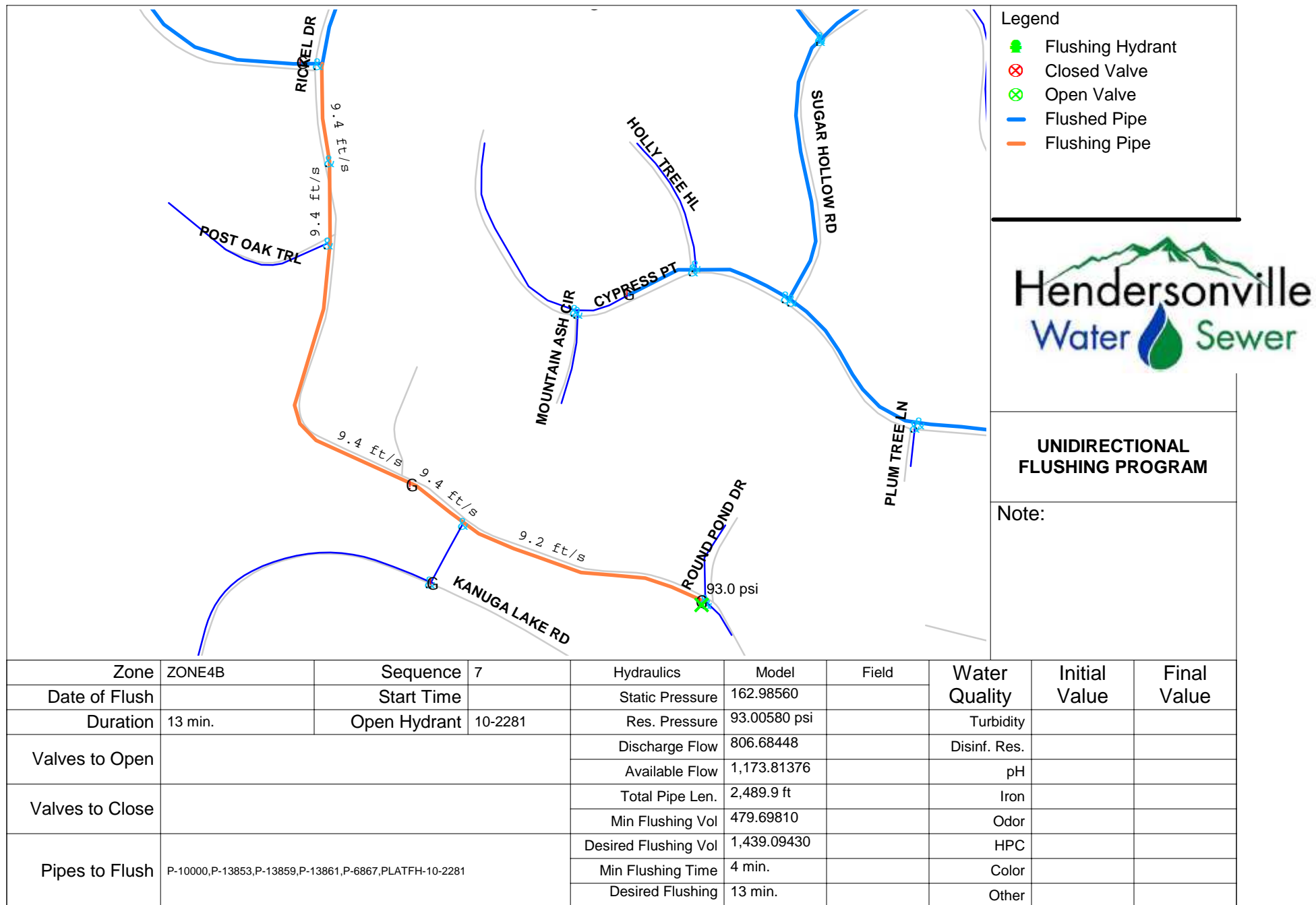
**UNIDIRECTIONAL
FLUSHING PROGRAM**

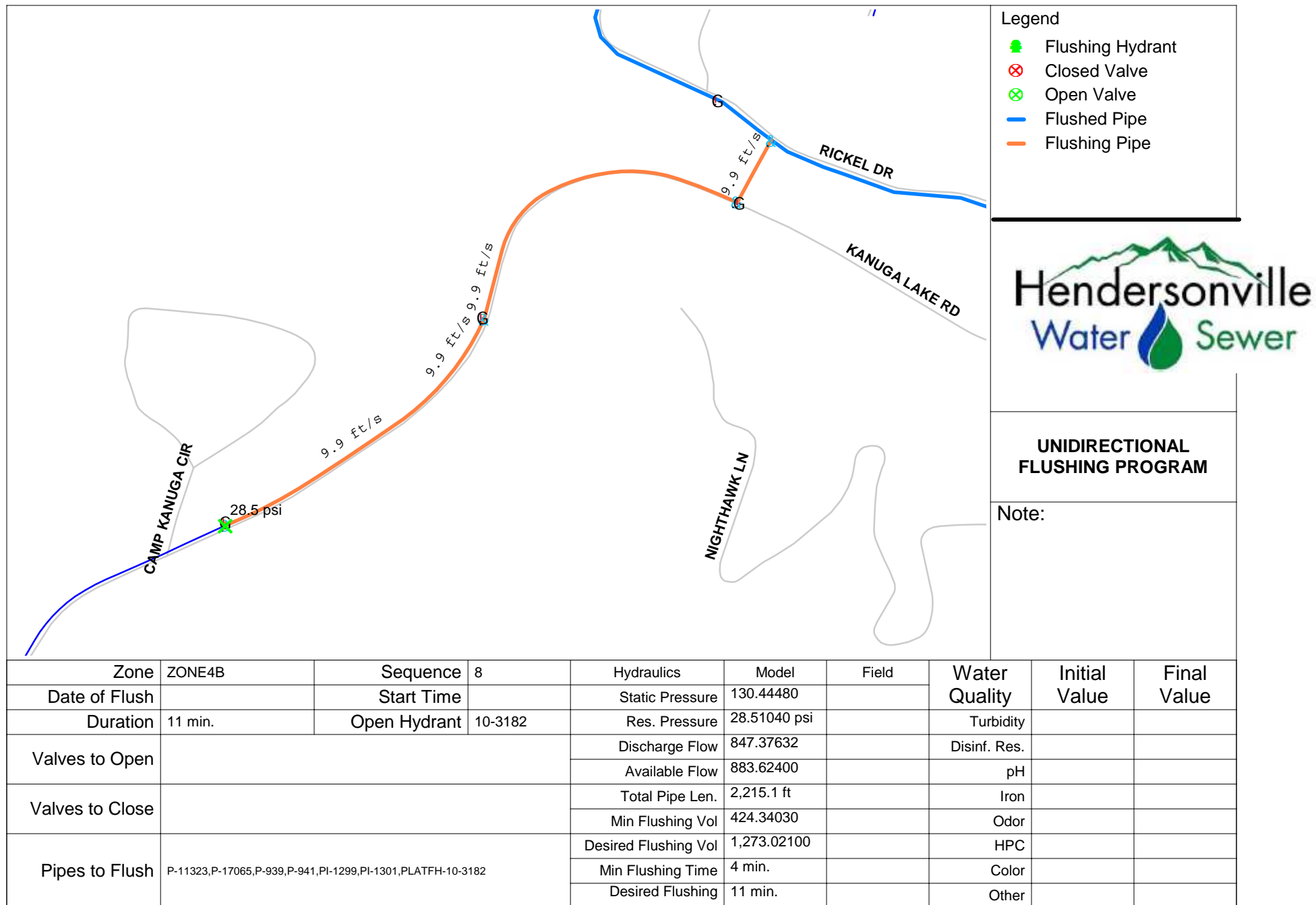
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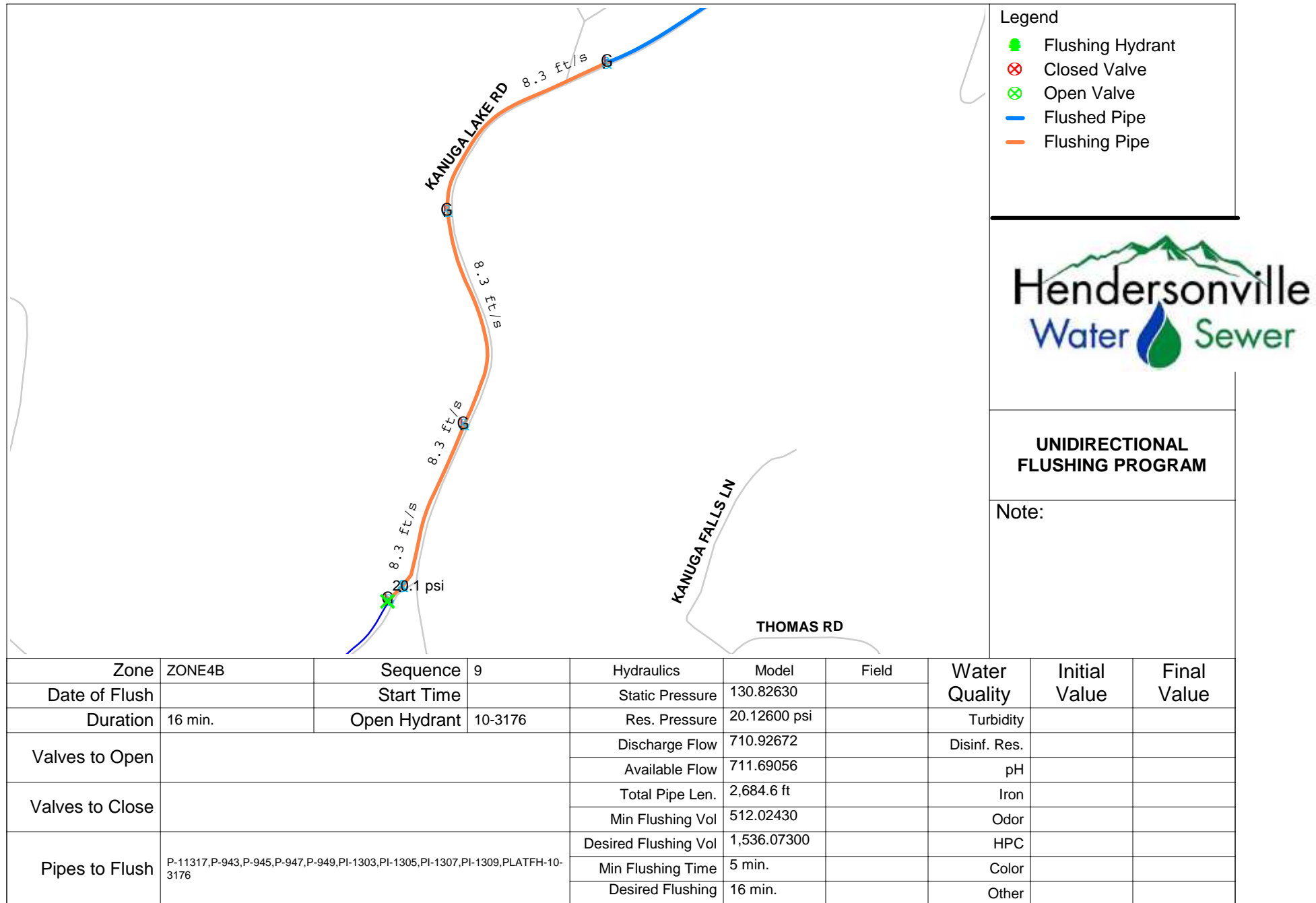
Zone	ZONE4B	Sequence	4	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	139.63960				
Duration	18 min.	Open Hydrant	10-3228	Res. Pressure	92.68940 psi		Turbidity		
Valves to Open				Discharge Flow	869.11104		Disinf. Res.		
				Available Flow	1,390.60544		pH		
Valves to Close				Total Pipe Len.	2,212.9 ft		Iron		
				Min Flushing Vol	698.01570		Odor		
Pipes to Flush	P-6865,P-6881,PI-7183,PI-7185,PLATFH-10-3228			Desired Flushing Vol	2,094.04720		HPC		
				Min Flushing Time	6 min.		Color		
				Desired Flushing	18 min.		Other		

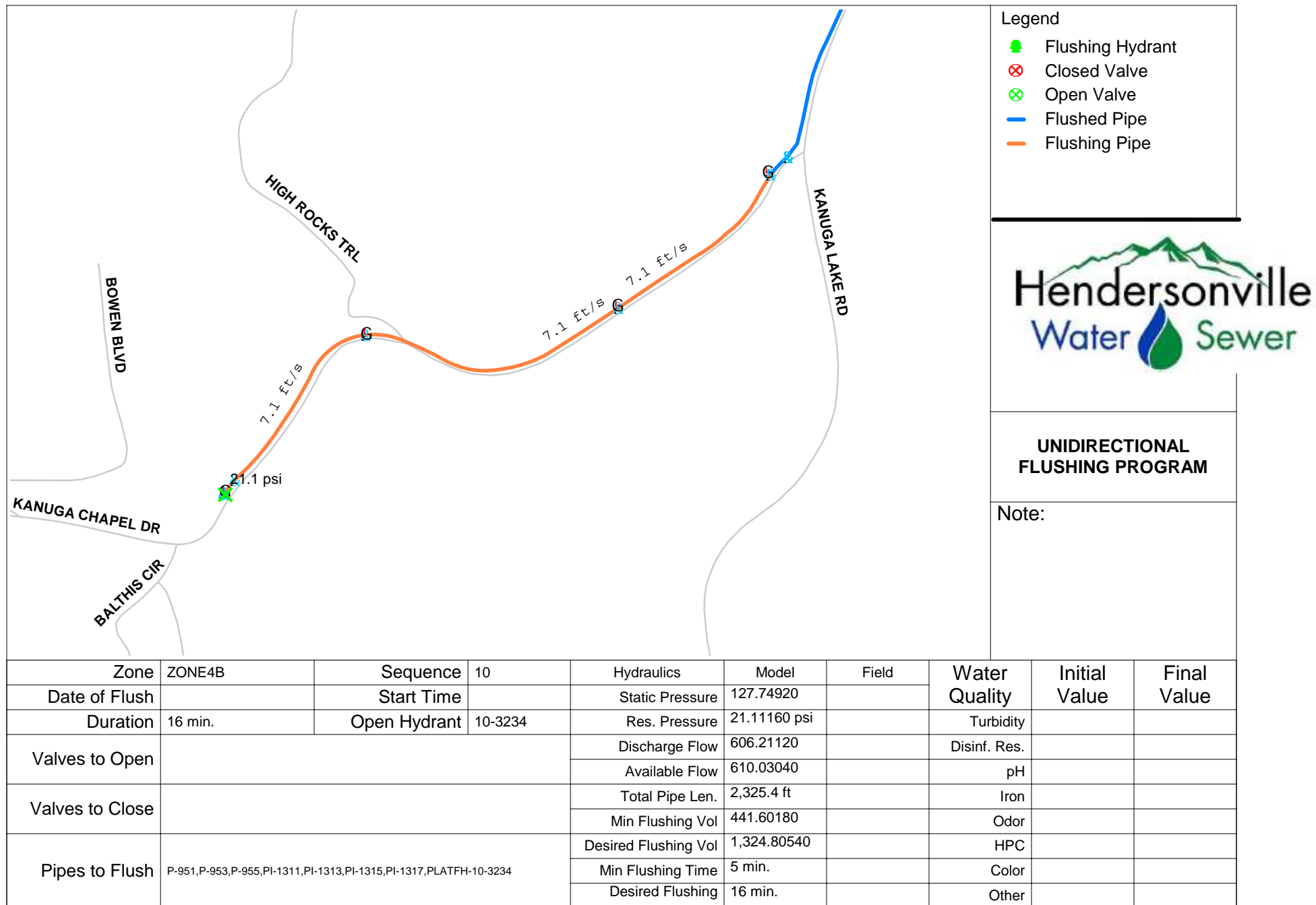




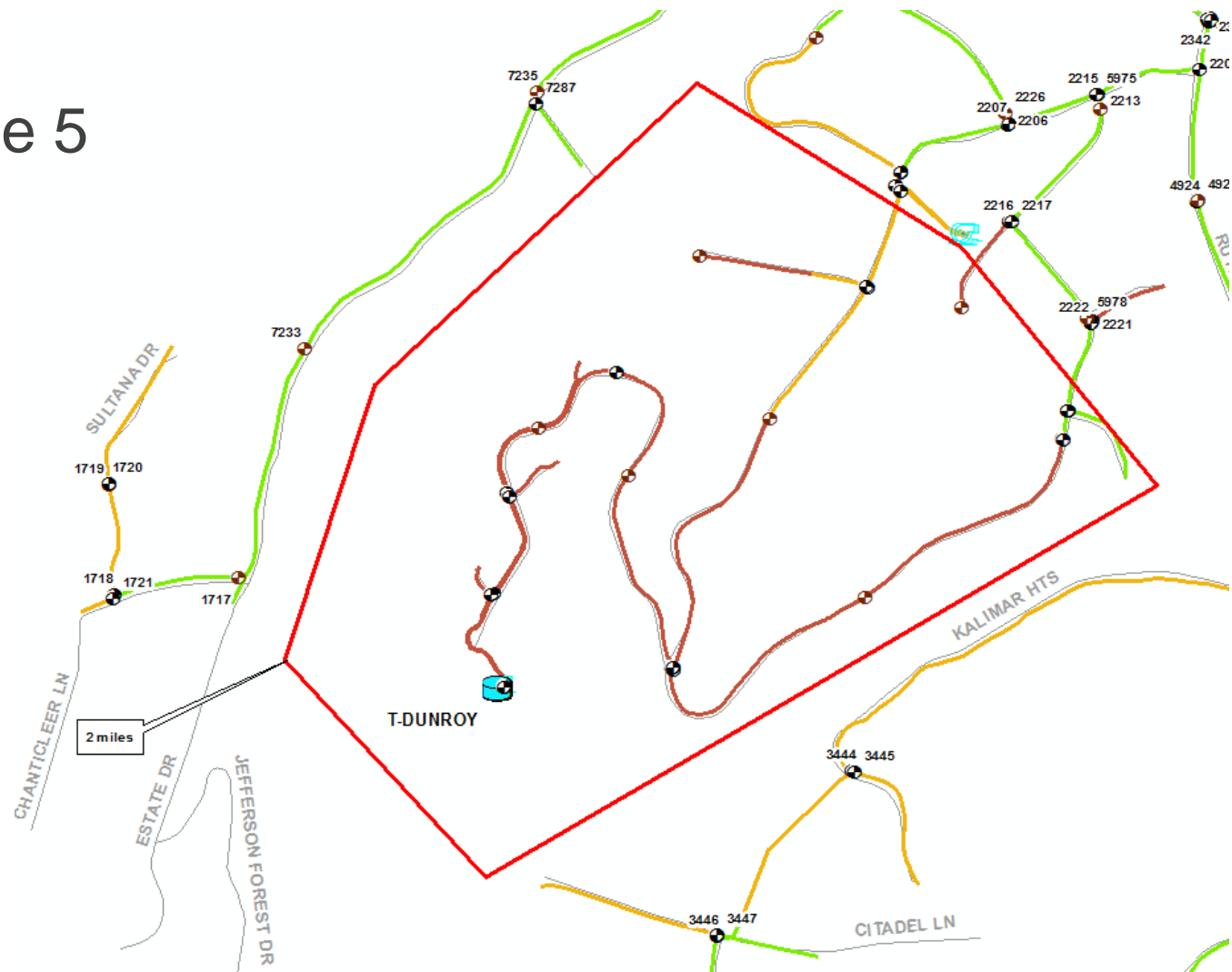


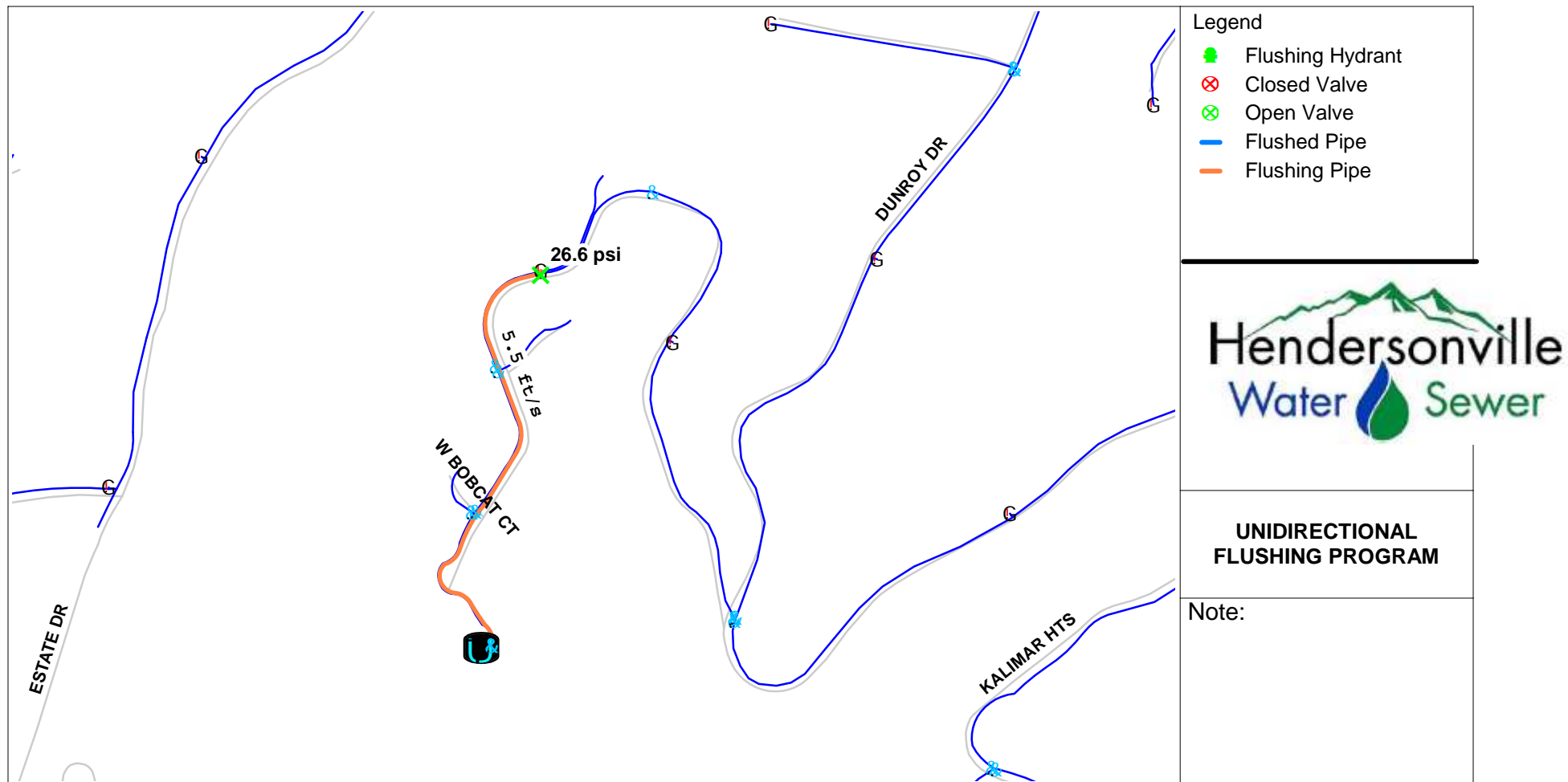




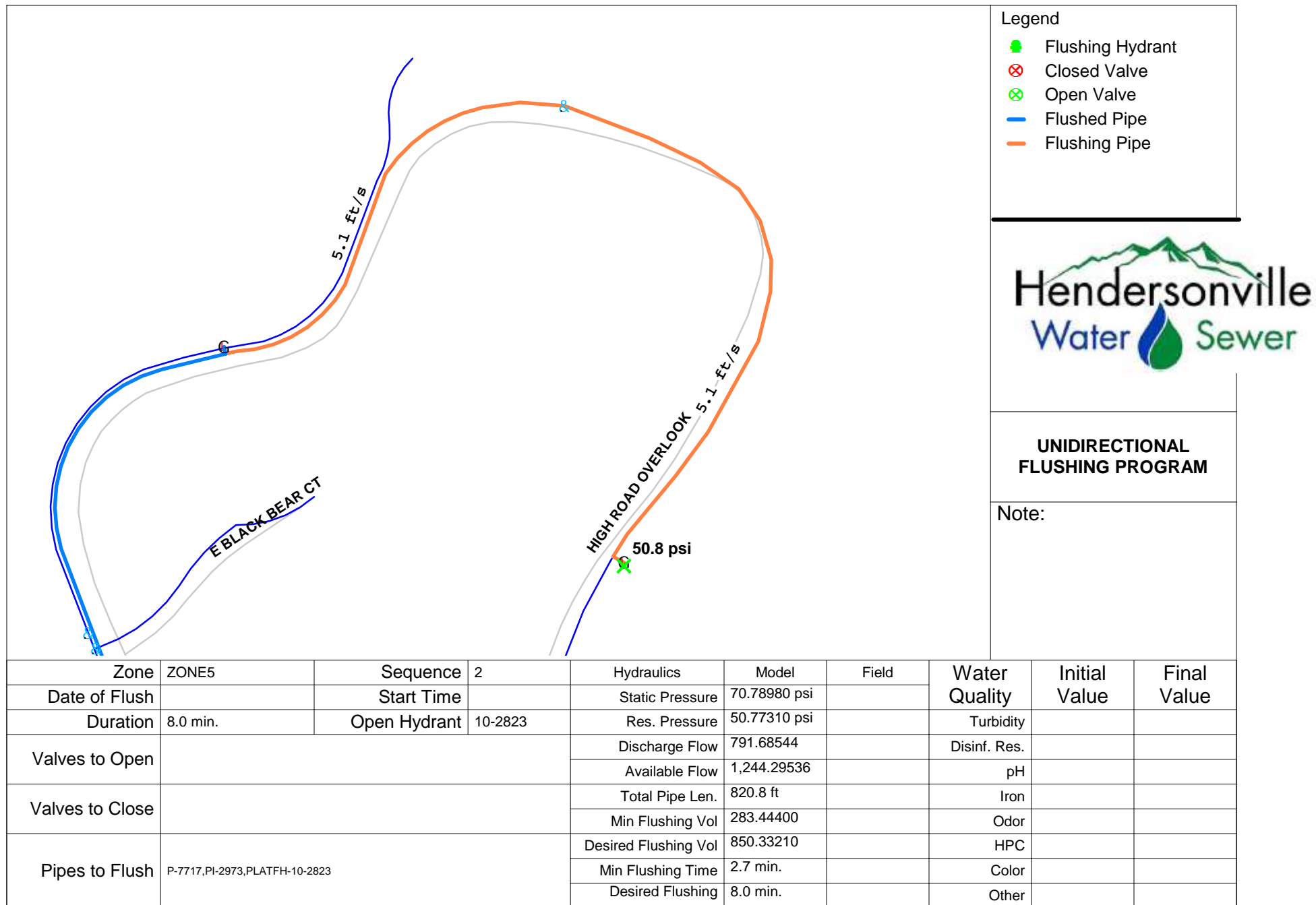


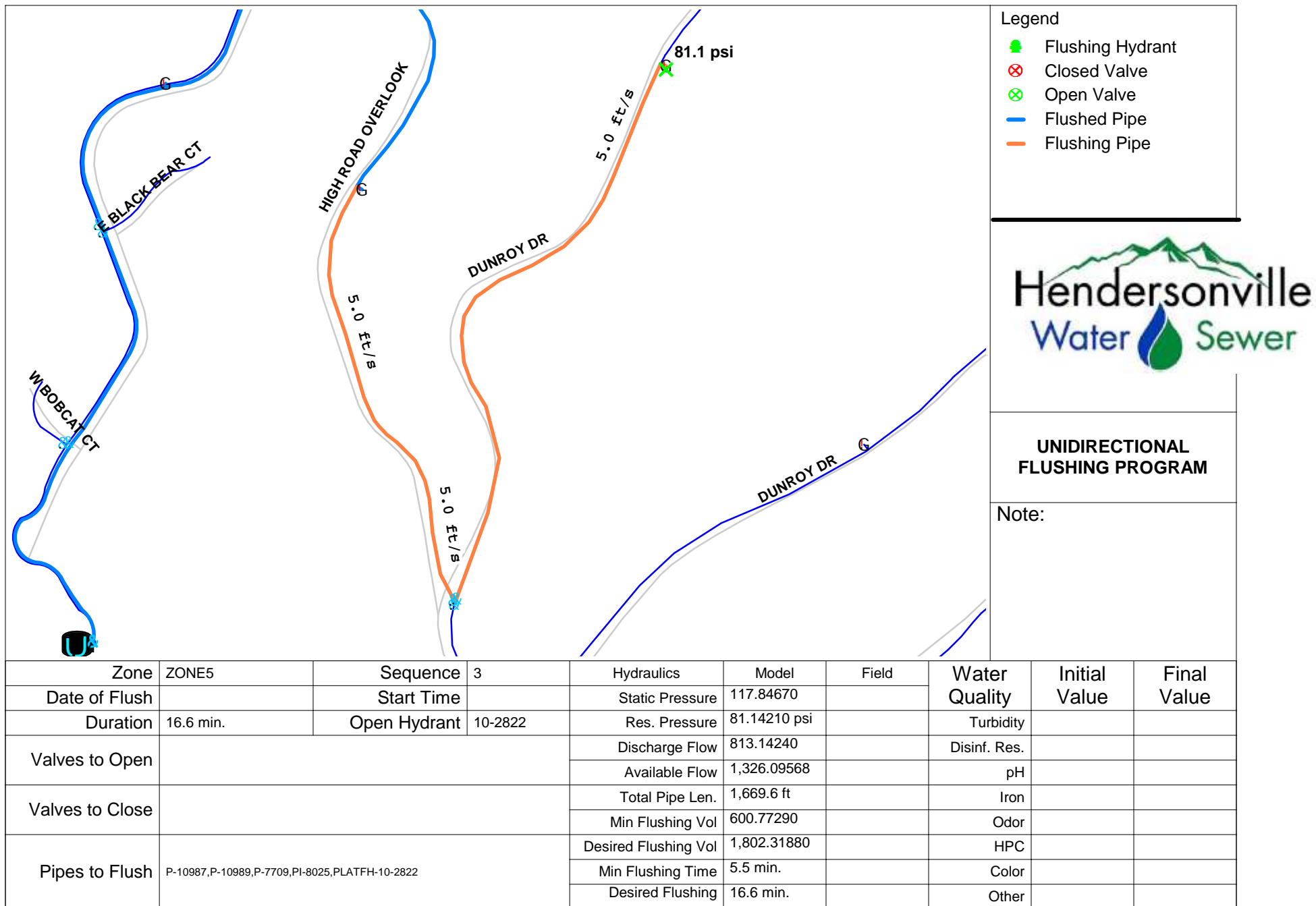
Zone 5

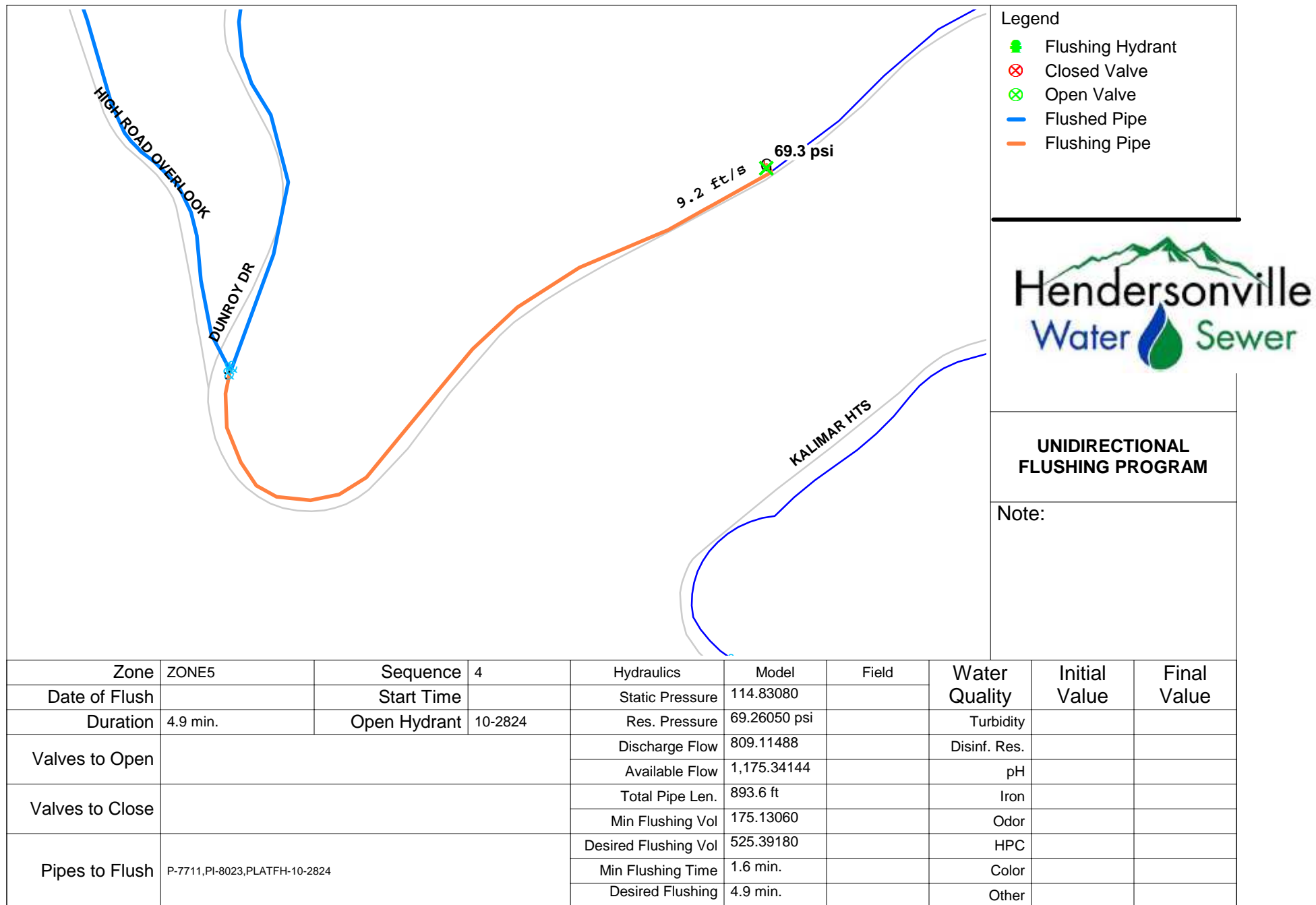


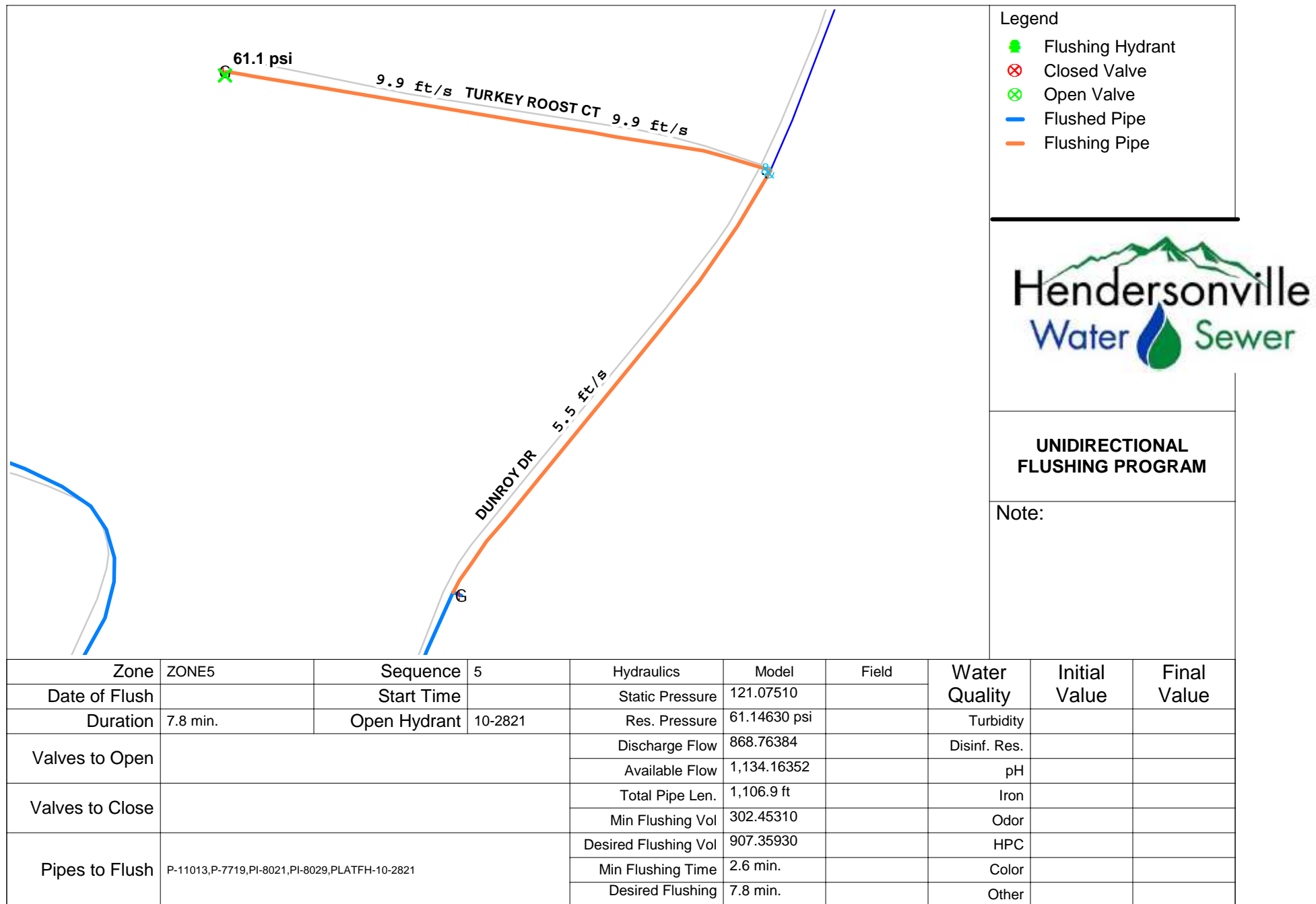


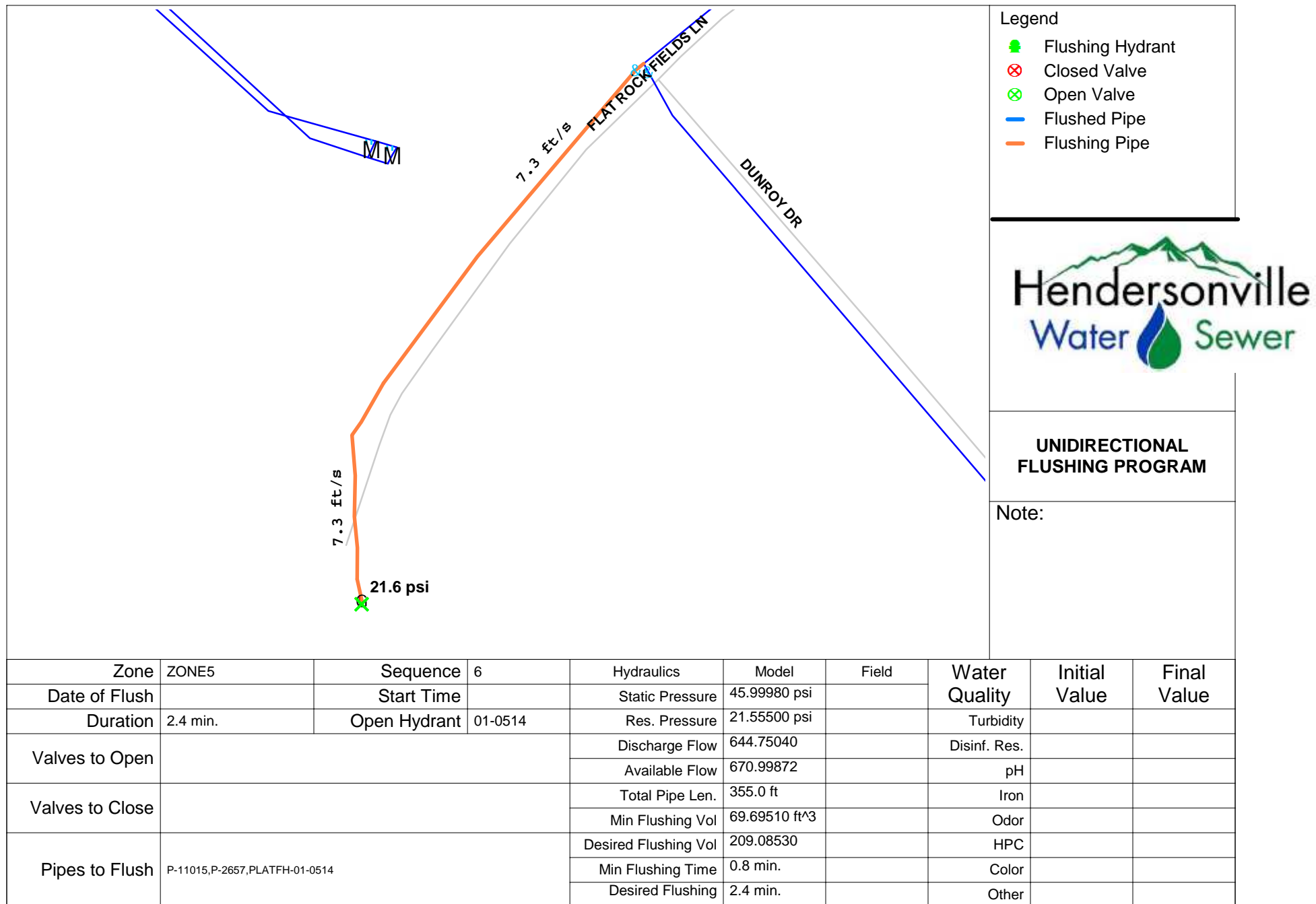
Zone	ZONE5	Sequence	1	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	39.32500 psi				
Duration	9.8 min.	Open Hydrant	10-3236	Res. Pressure	26.59690 psi		Turbidity		
Valves to Open				Discharge Flow	817.23936		Disinf. Res.		
				Available Flow	1,006.67168		pH		
Valves to Close				Total Pipe Len.	1,081.8 ft		Iron		
				Min Flushing Vol	357.57640		Odor		
Pipes to Flush	P-11001,P-2665,P-DUNROY,PI-2981,PLATFH-10-3236			Desired Flushing Vol	1,072.72930		HPC		
				Min Flushing Time	3.3 min.		Color		
				Desired Flushing	9.8 min.		Other		



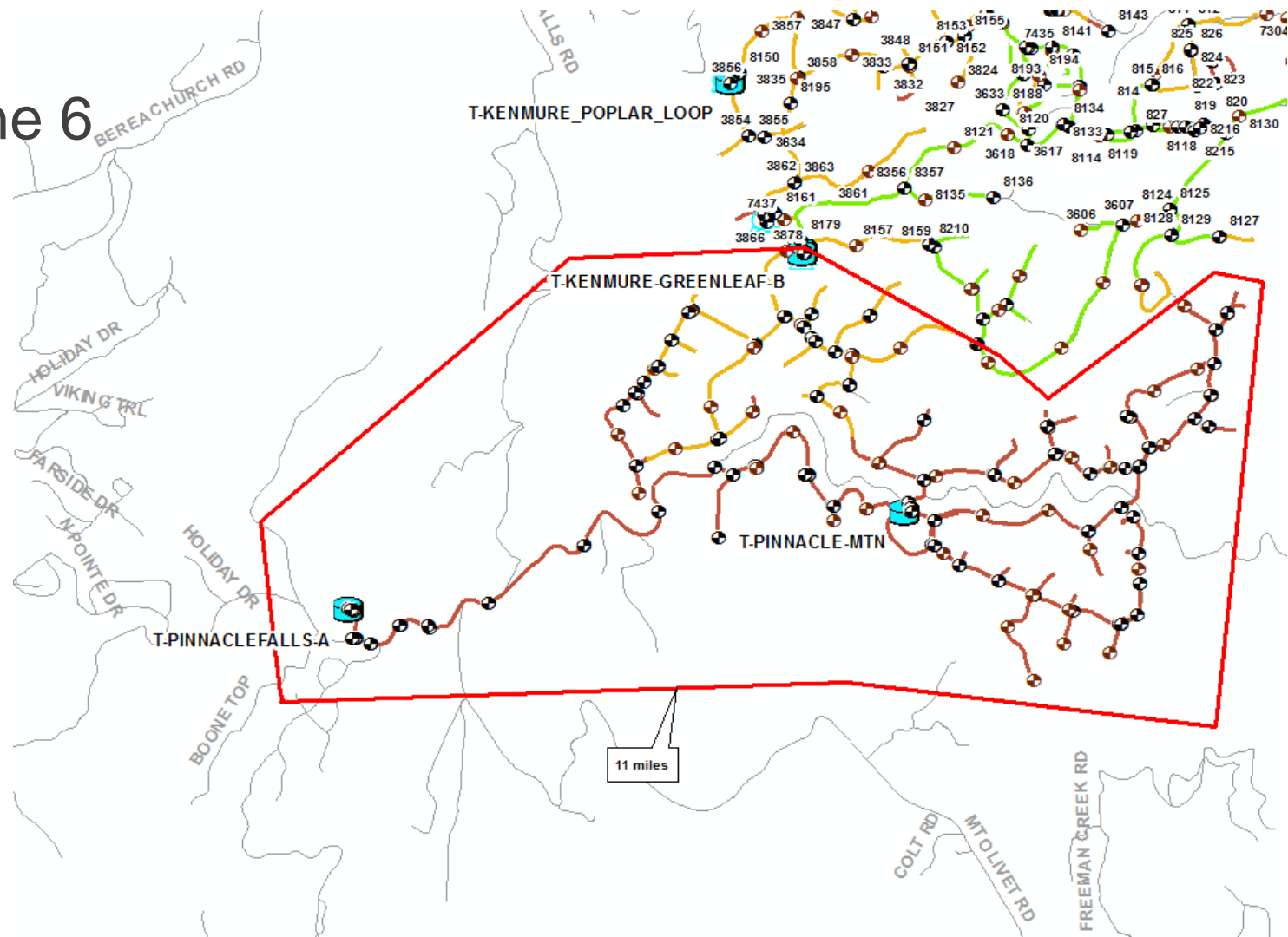


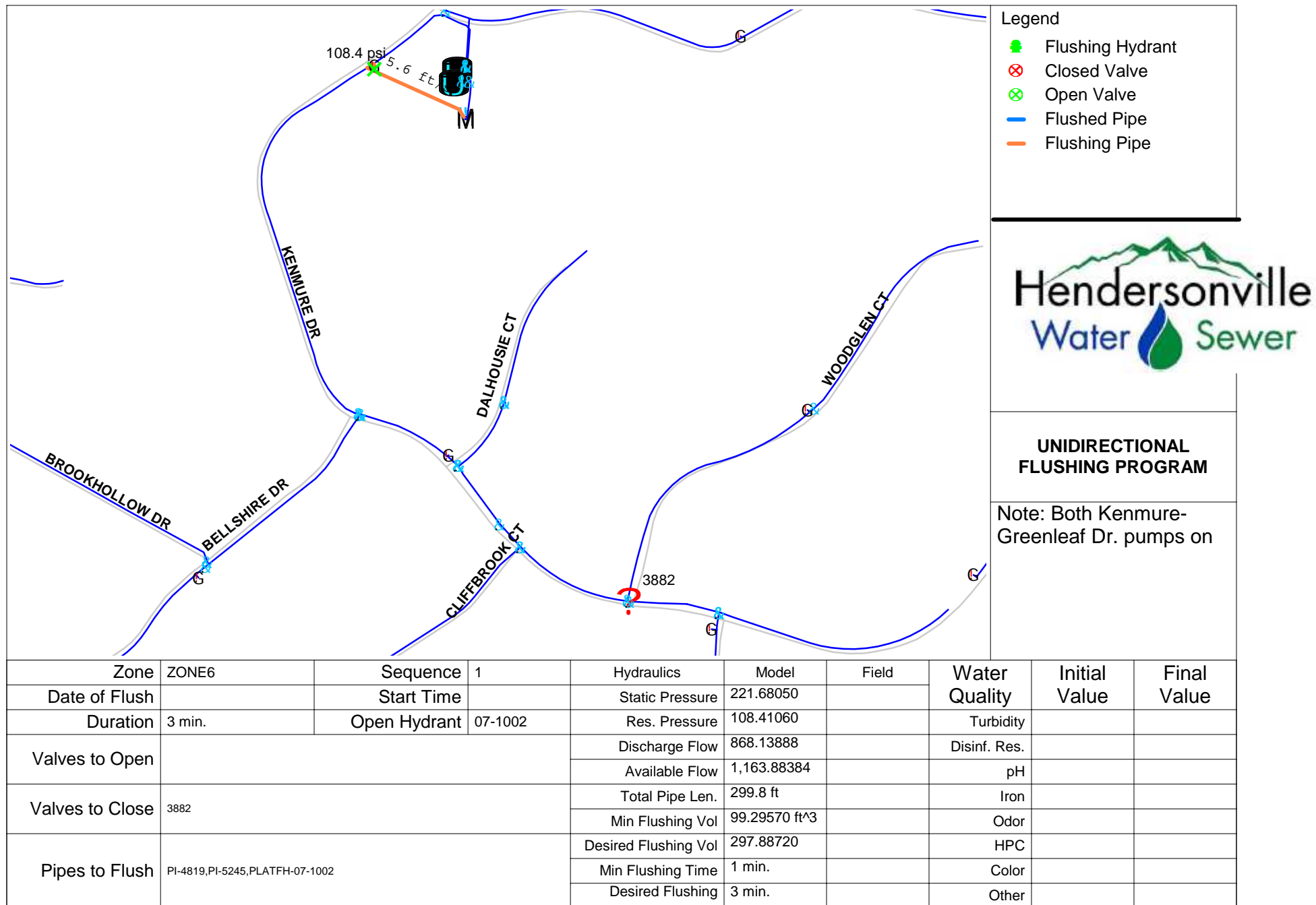


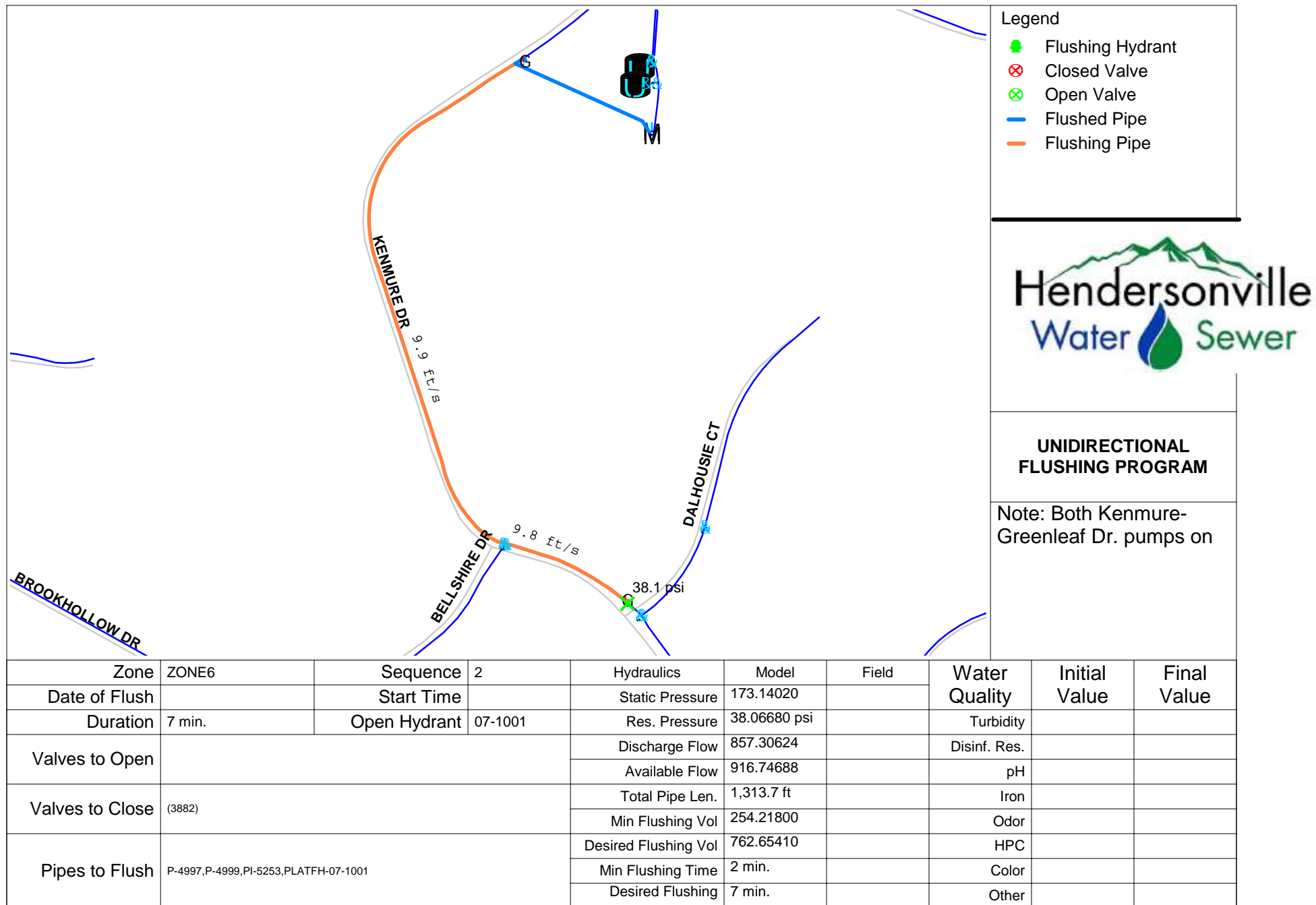


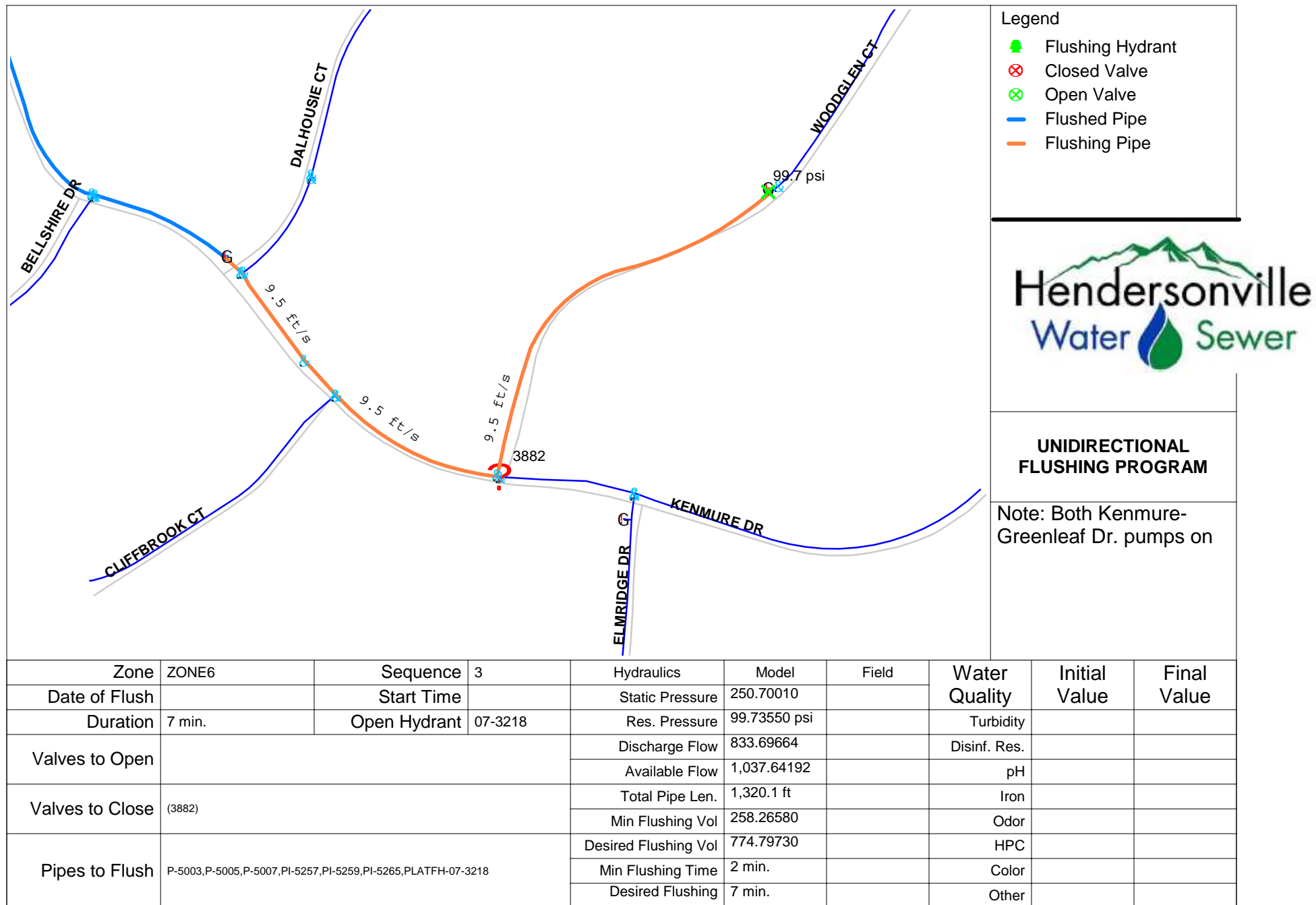


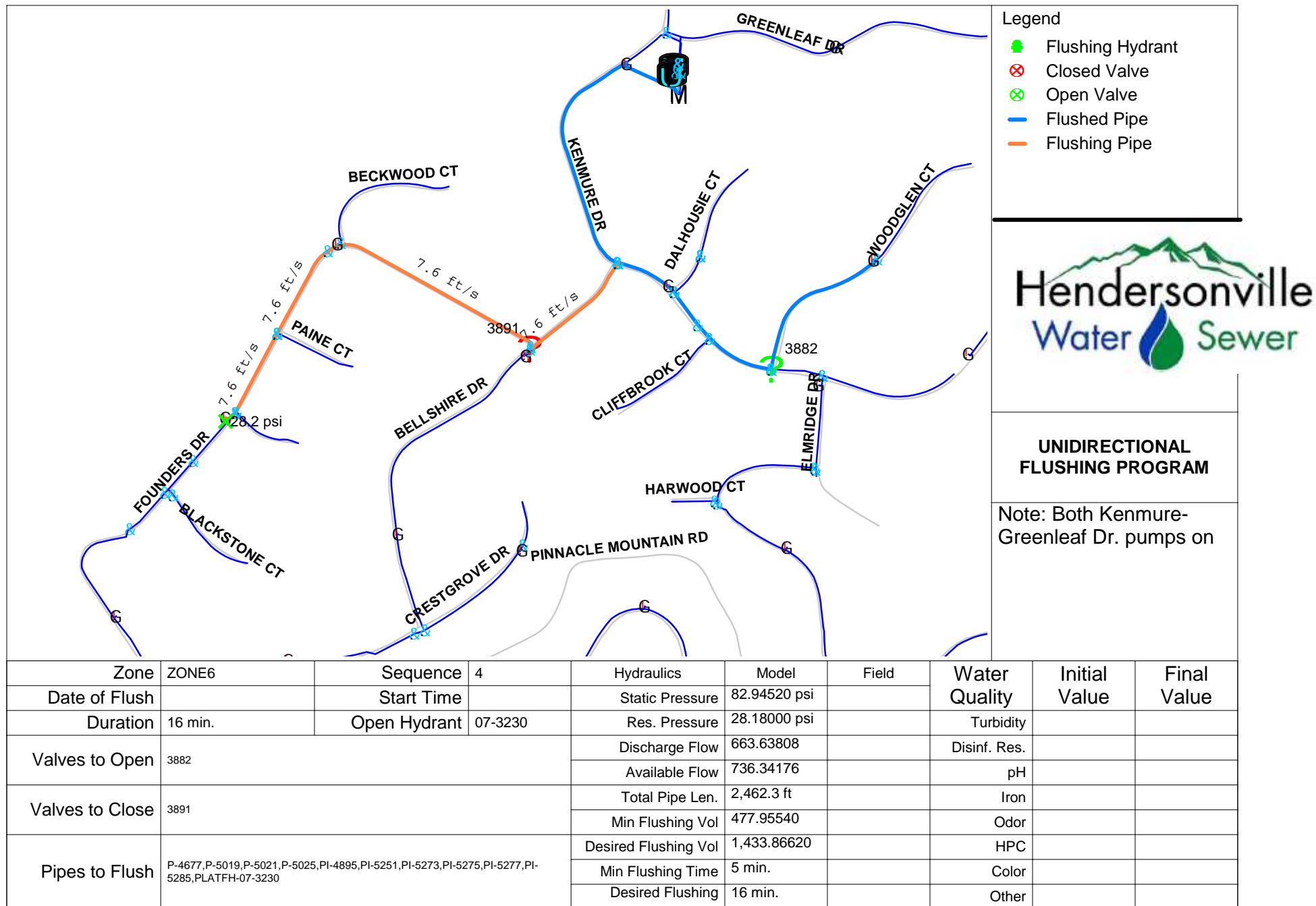
Zone 6

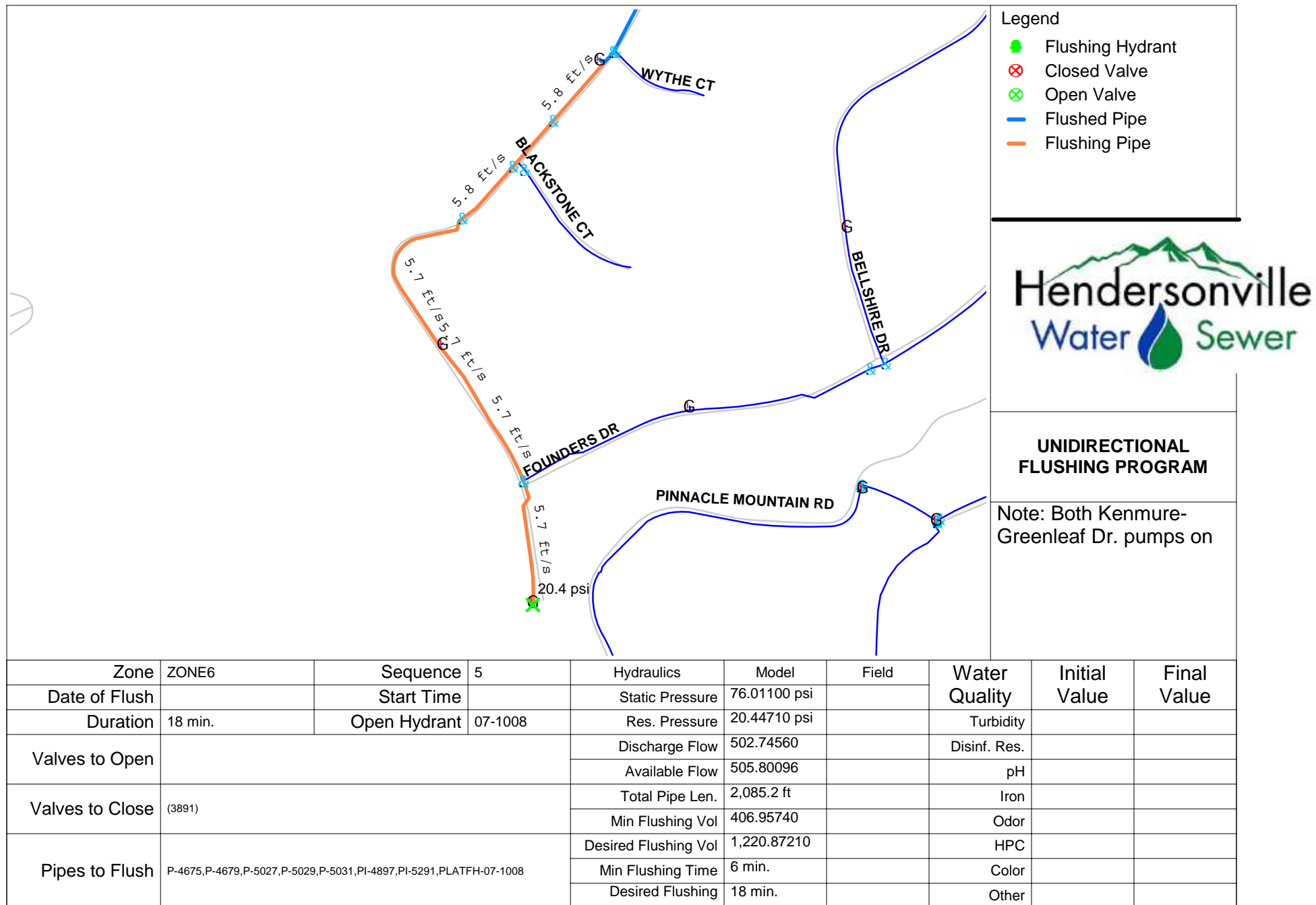


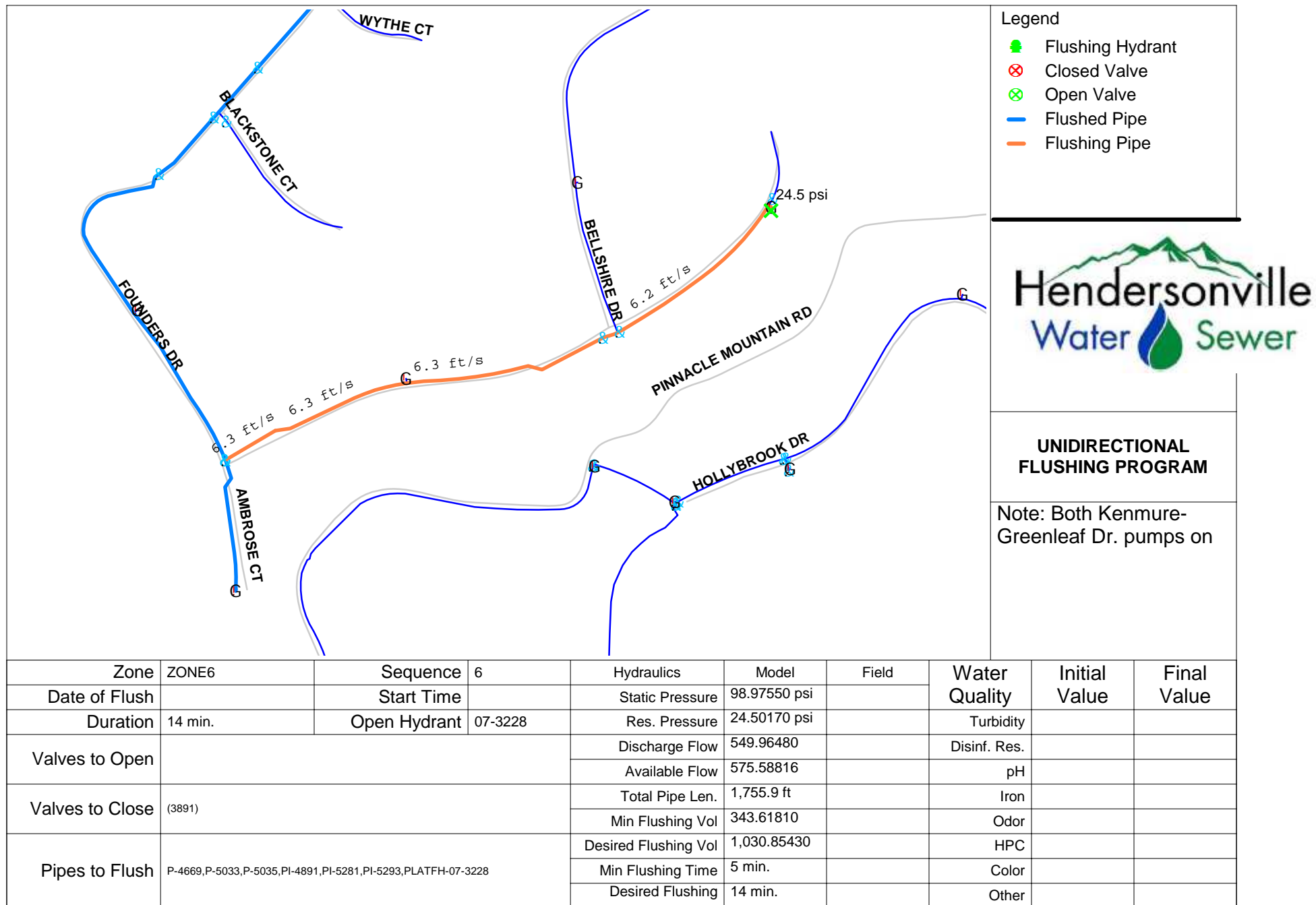


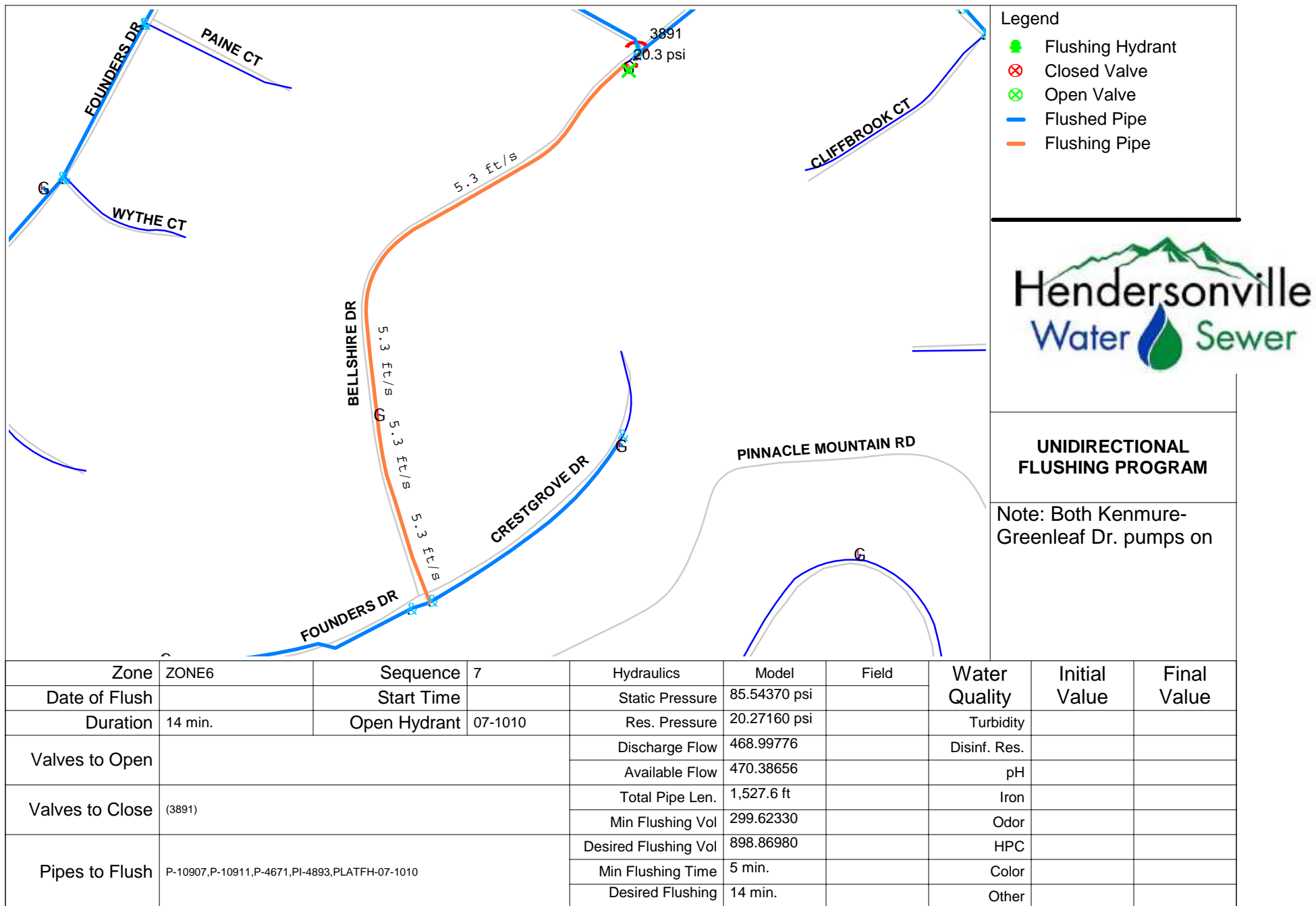


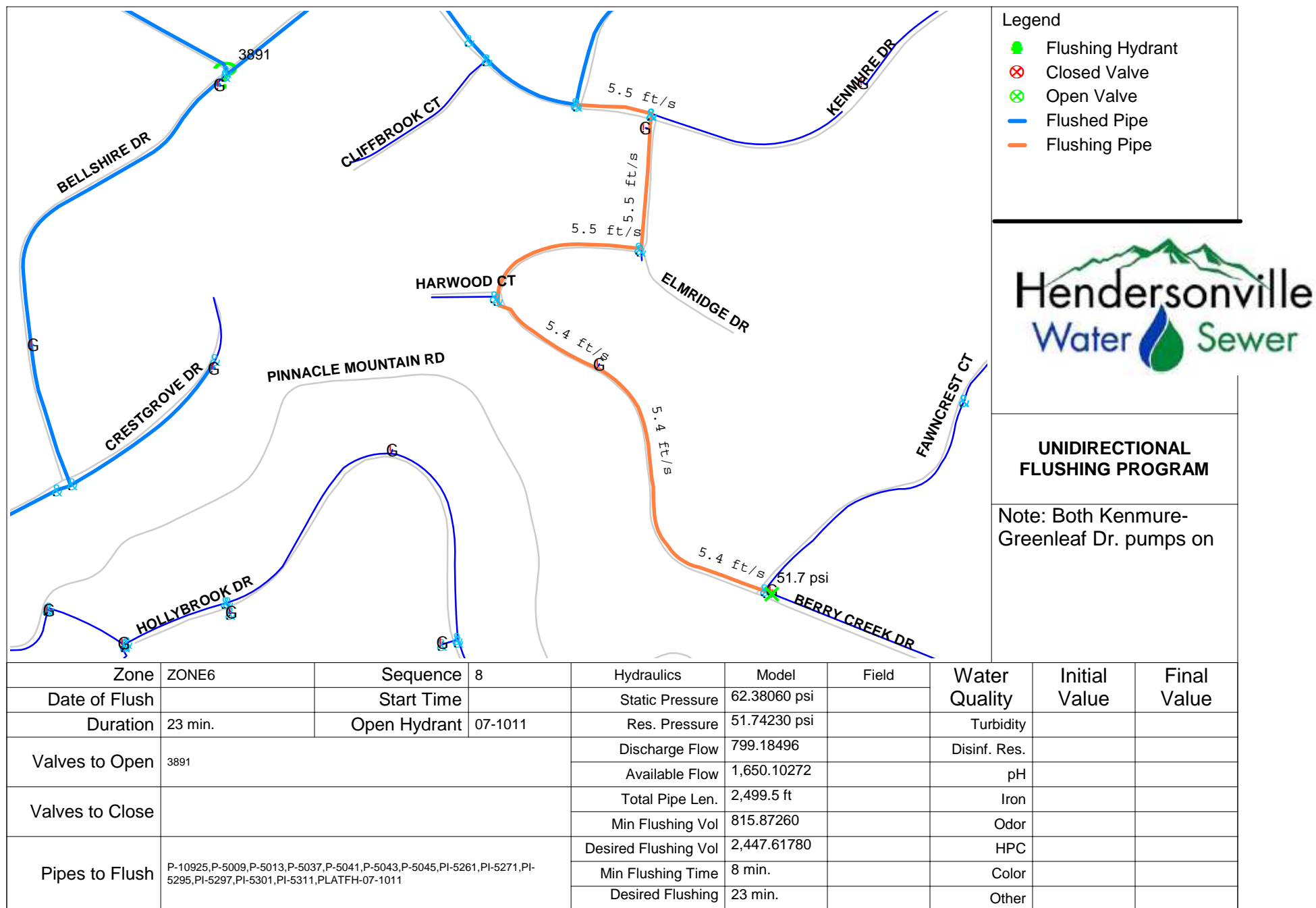


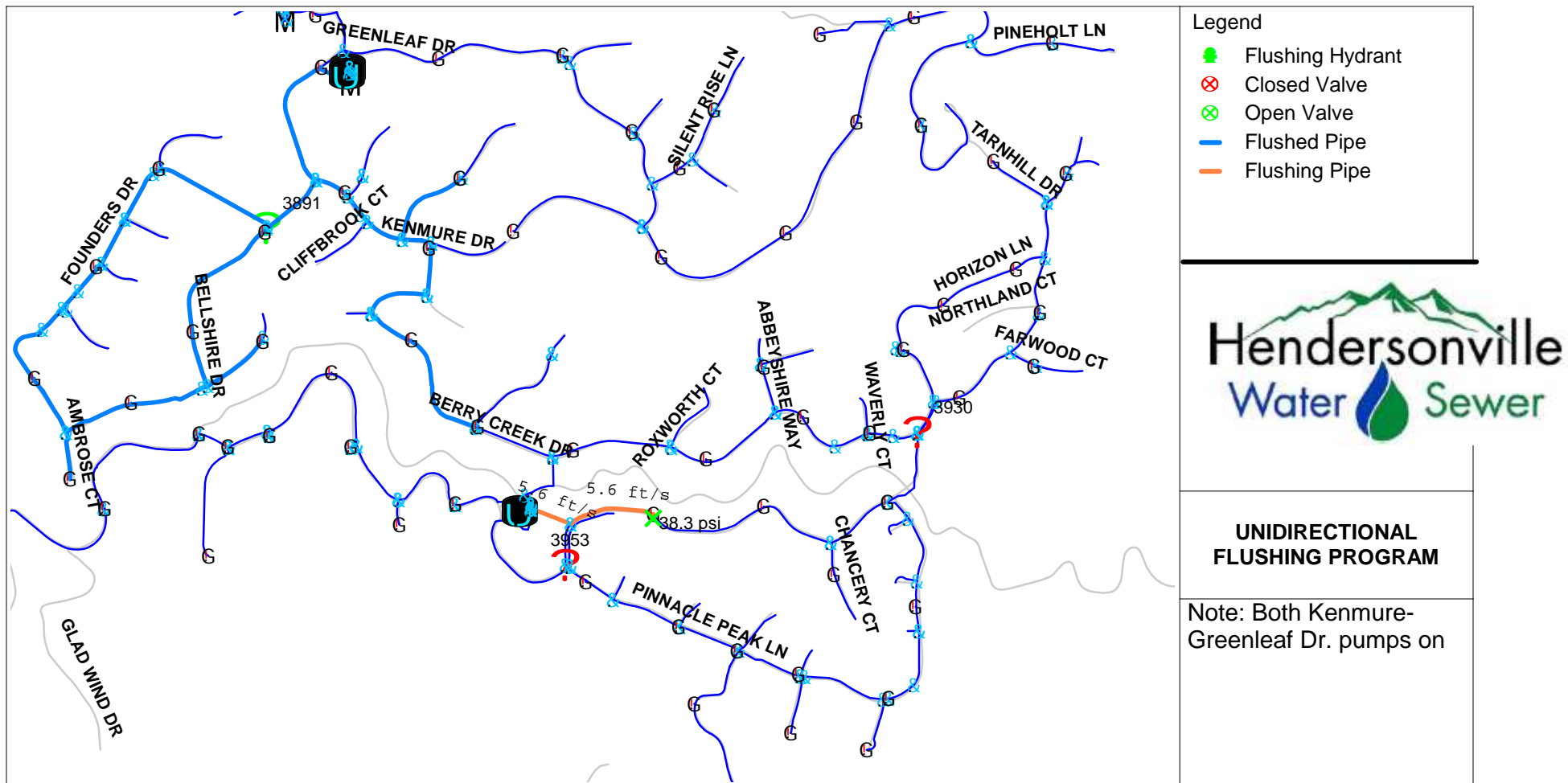












Legend

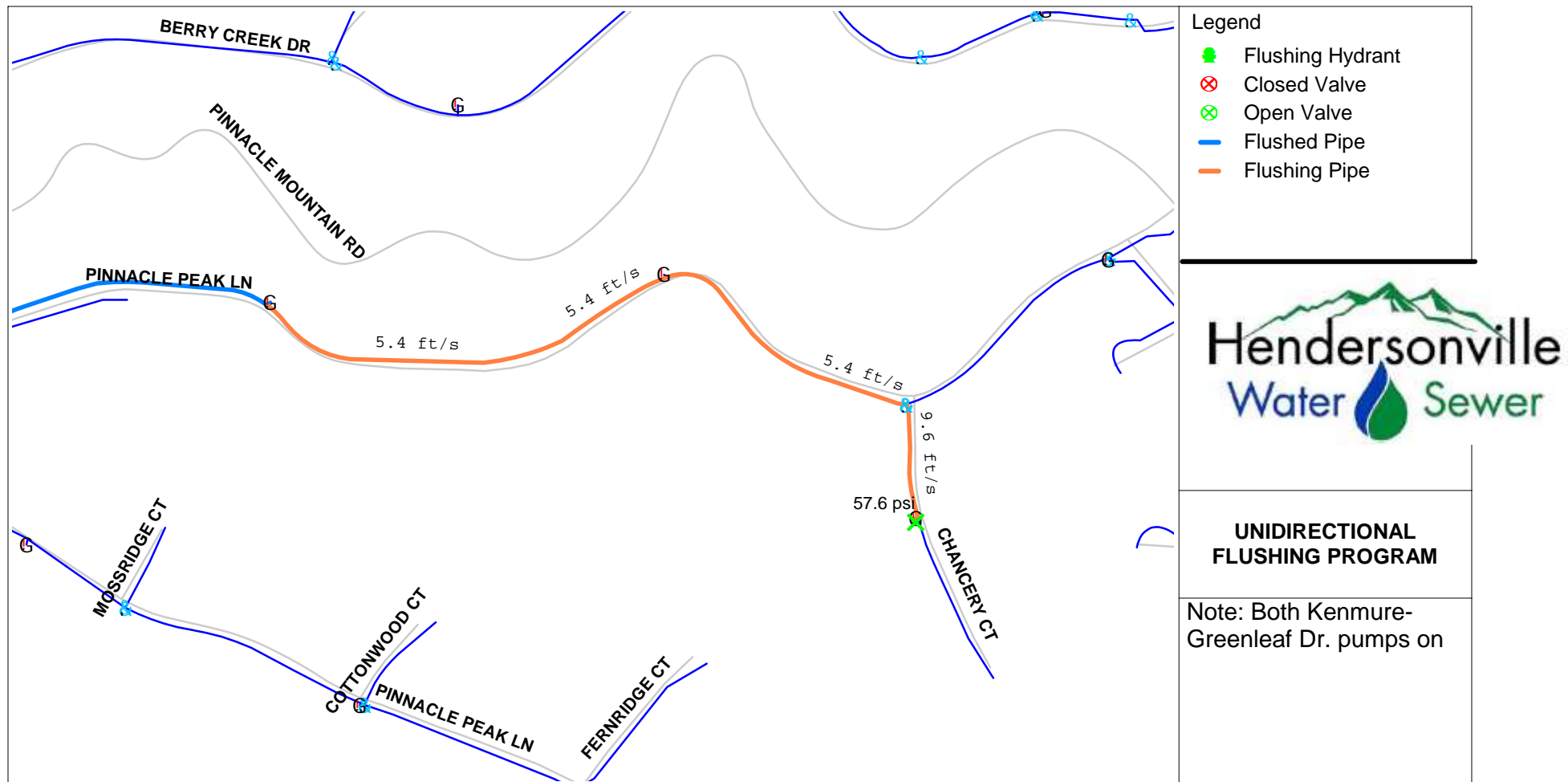
- Flushing Hydrant
- Closed Valve
- Open Valve
- Flushed Pipe
- Flushing Pipe



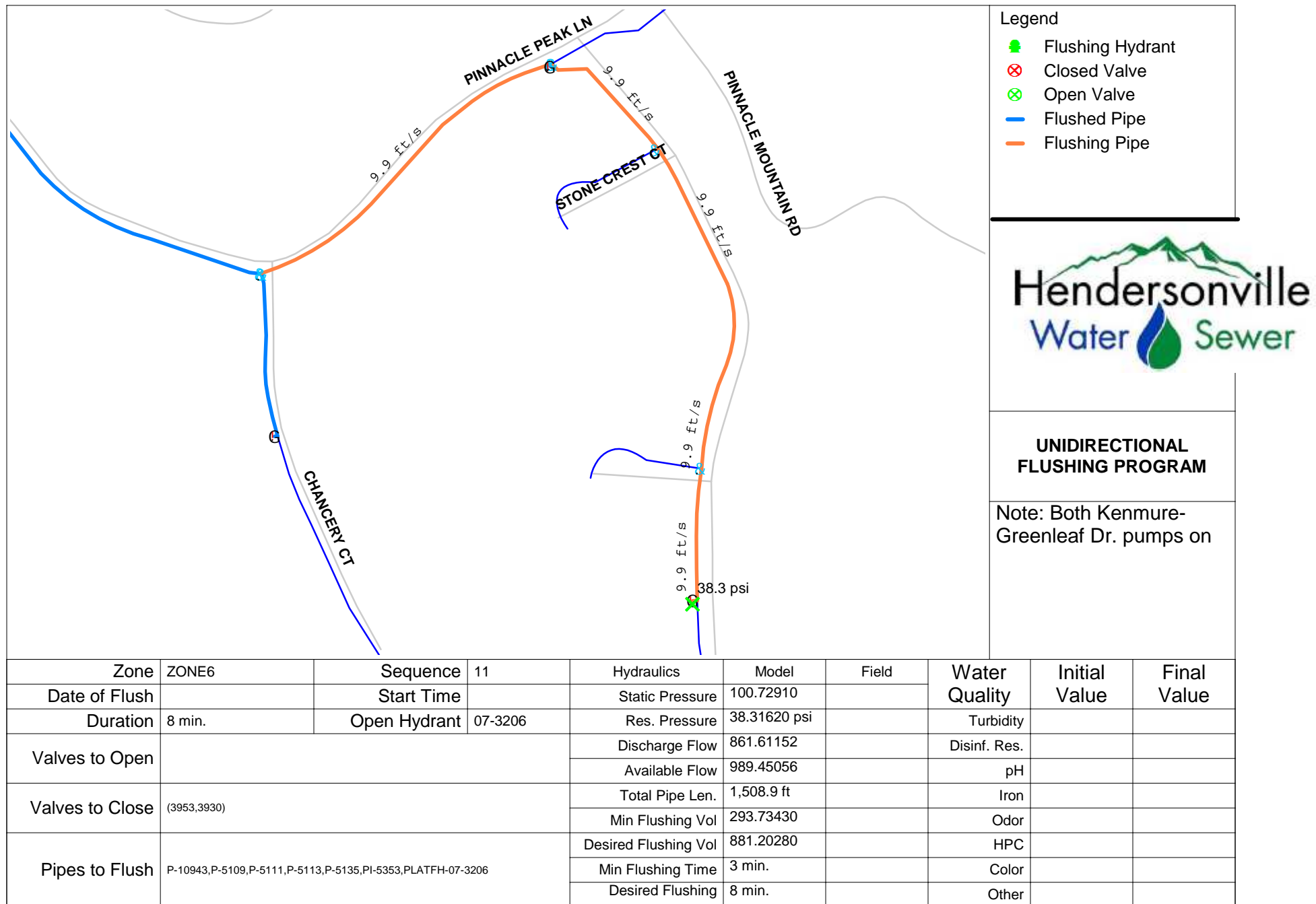
**UNIDIRECTIONAL
FLUSHING PROGRAM**

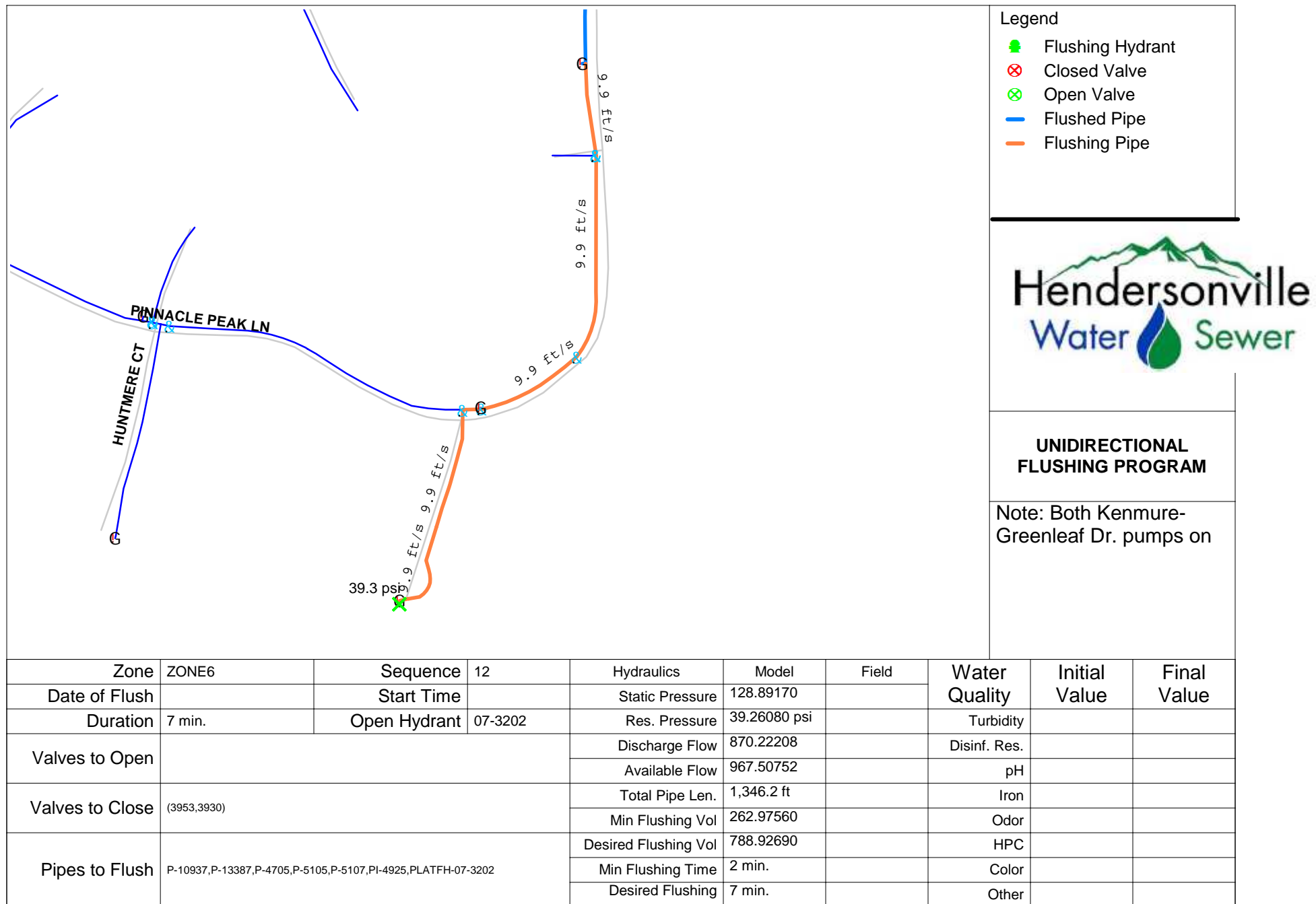
Note: Both Kenmure-Greenleaf Dr. pumps on

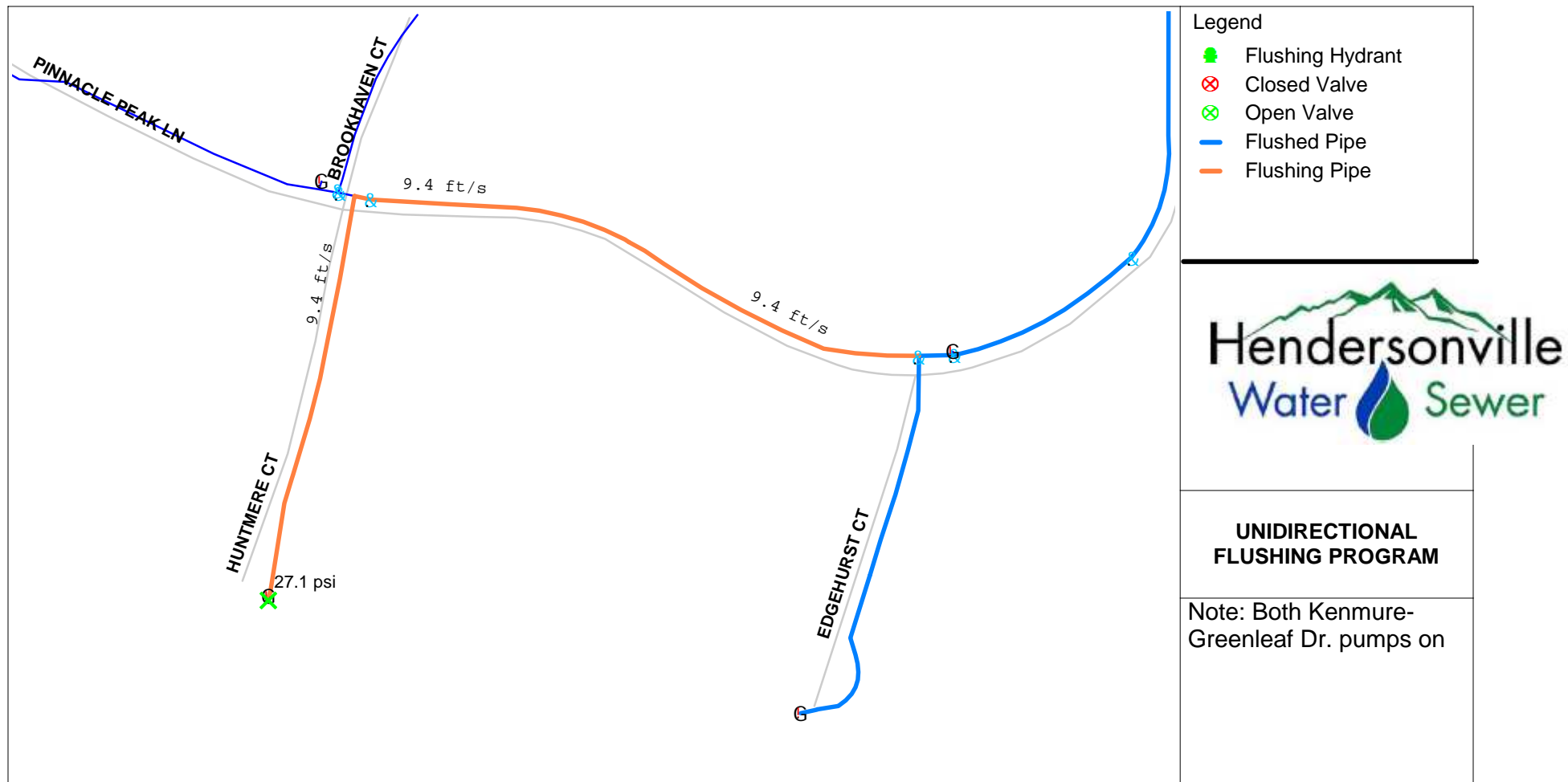
Zone	ZONE6	Sequence	9	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	60.43930 psi				
Duration	9 min.	Open Hydrant	07-3186	Res. Pressure	38.29850 psi		Turbidity		
Valves to Open	3891			Discharge Flow	867.72224		Disinf. Res.		
				Available Flow	1,202.00640		pH		
Valves to Close	3953, 3930			Total Pipe Len.	1,024.3 ft		Iron		
				Min Flushing Vol	352.31960		Odor		
Pipes to Flush	P-5129,P-5131,PI-10067,PI-5359,PLATFH-07-3186			Desired Flushing Vol	1,056.95890		HPC		
				Min Flushing Time	3 min.		Color		
				Desired Flushing	9 min.		Other		



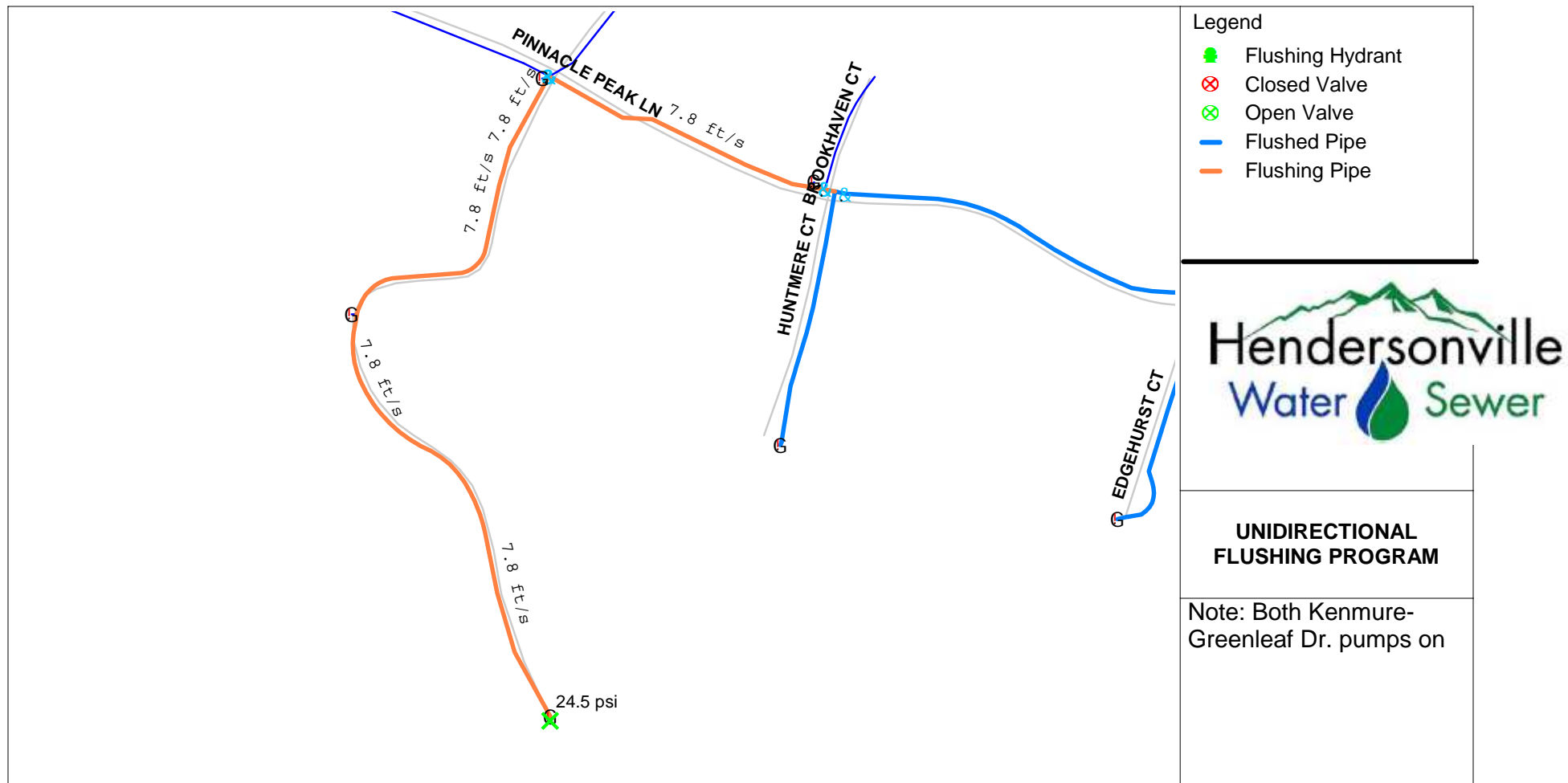
Zone	ZONE6	Sequence	10	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	93.36780 psi				
Duration	16 min.	Open Hydrant	07-1018	Res. Pressure	57.64290 psi		Turbidity		
Valves to Open				Discharge Flow	843.55712		Disinf. Res.		
				Available Flow	1,248.25344		pH		
Valves to Close	(3953,3930)			Total Pipe Len.	1,836.0 ft		Iron		
				Min Flushing Vol	595.22780		Odor		
Pipes to Flush	P-11581,P-14153,P-5133,PI-10901,PI-5365,PLATFH-07-1018			Desired Flushing Vol	1,785.68350		HPC		
				Min Flushing Time	5 min.		Color		
				Desired Flushing	16 min.		Other		



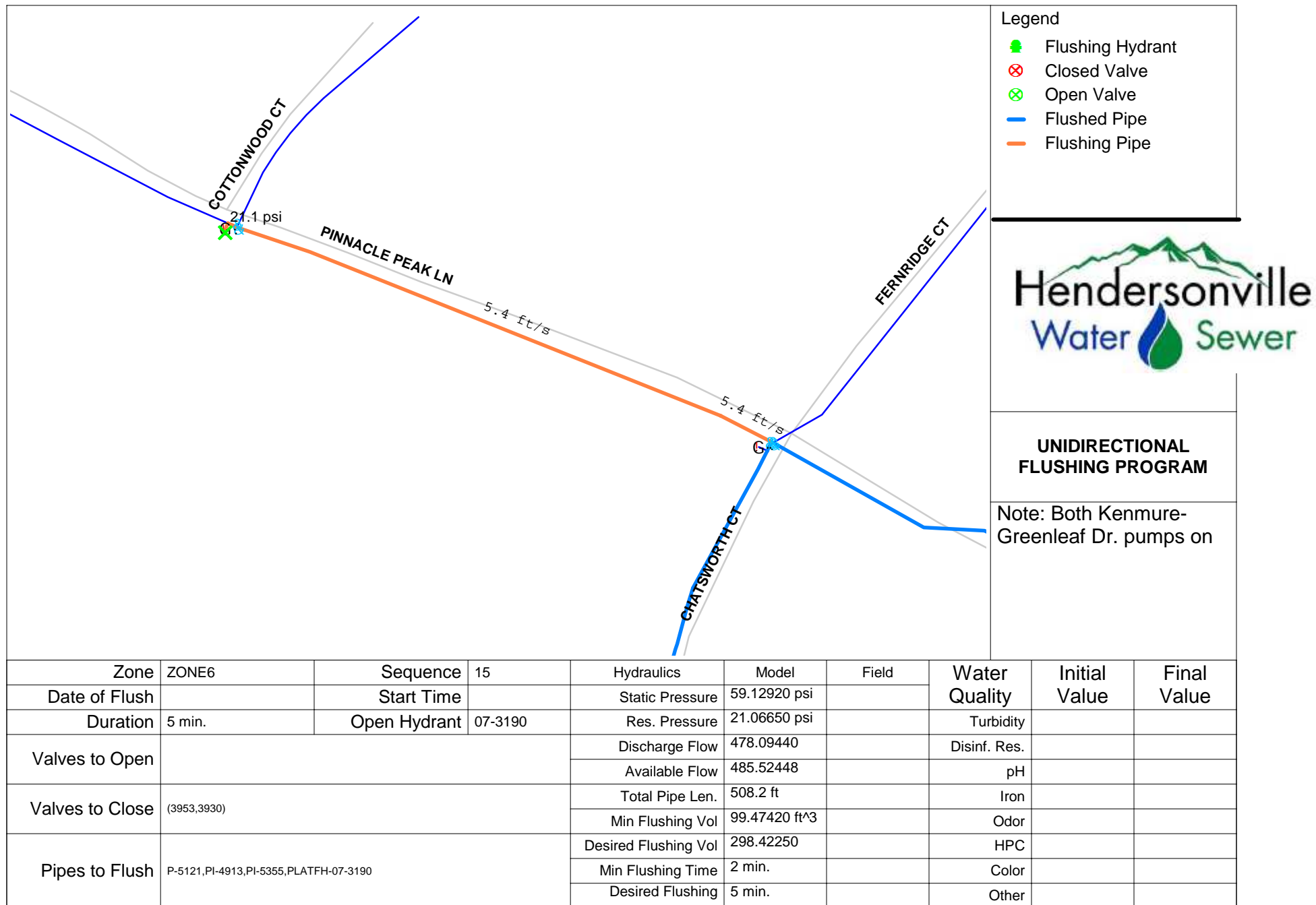


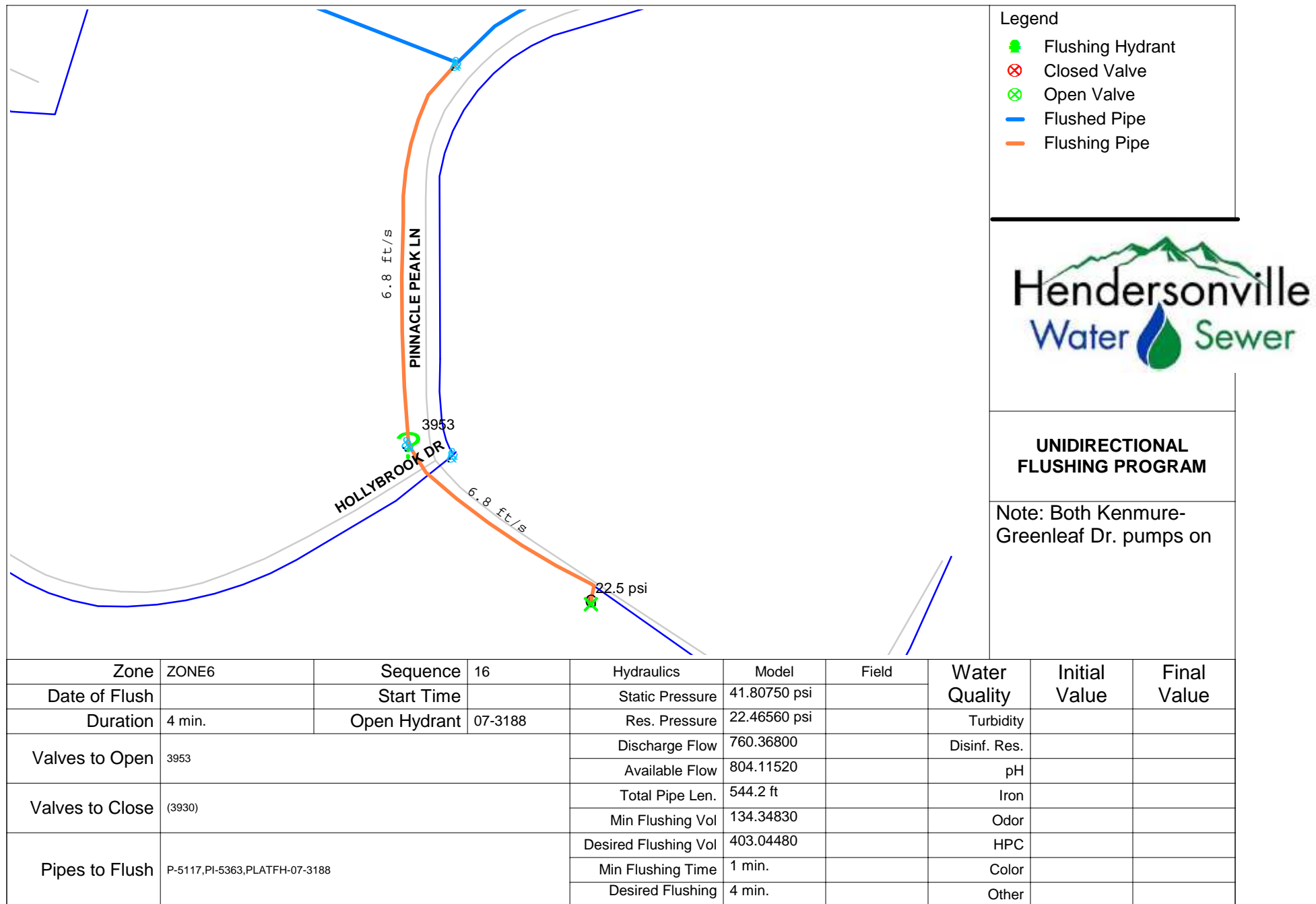


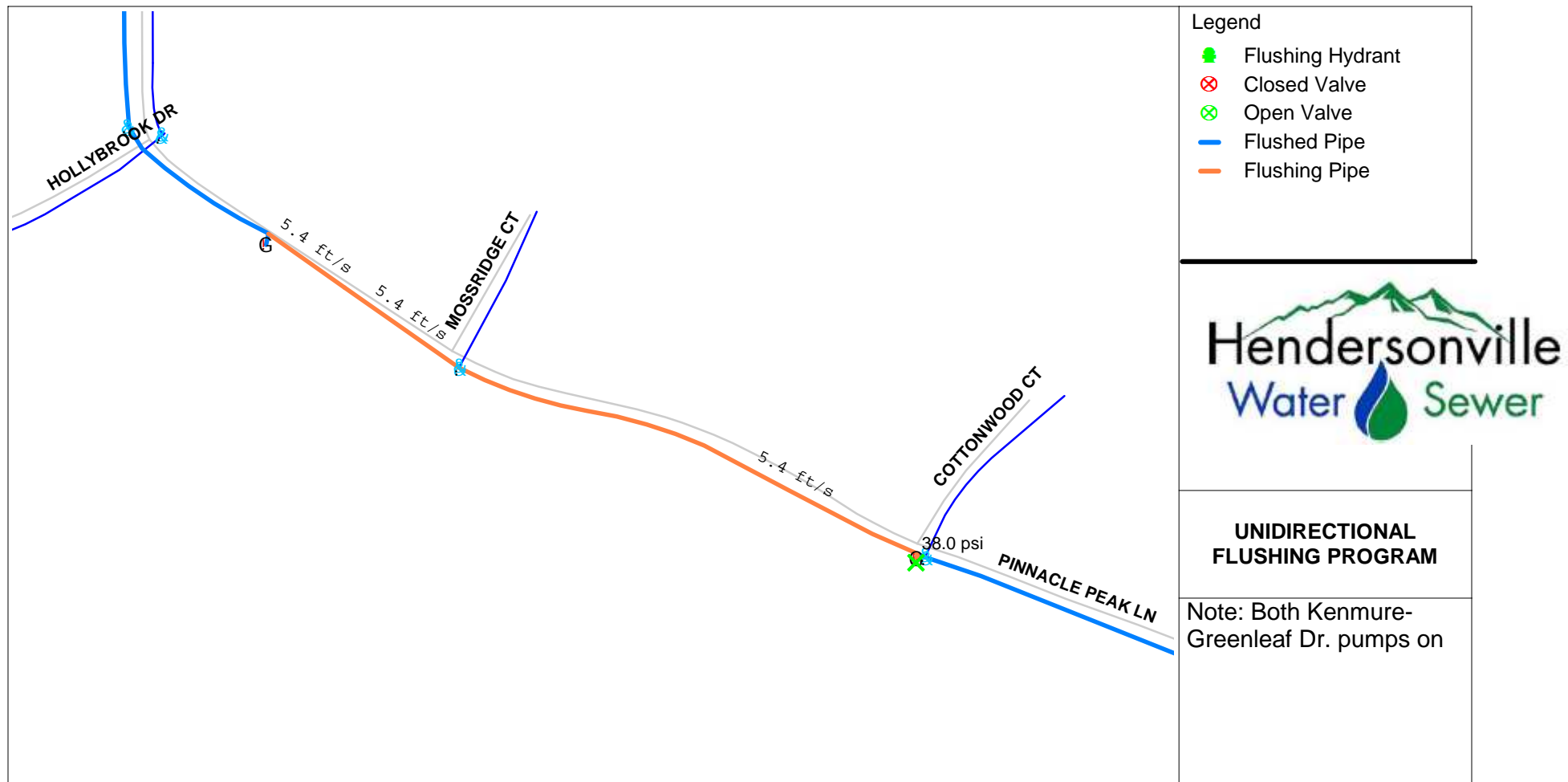
Zone	ZONE6	Sequence	13	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	120.22500				
Duration	6 min.	Open Hydrant	07-3200	Res. Pressure	27.14980 psi		Turbidity		
Valves to Open				Discharge Flow	825.84992		Disinf. Res.		
				Available Flow	859.66720		pH		
Valves to Close	(3953,3930)			Total Pipe Len.	1,126.4 ft		Iron		
				Min Flushing Vol	220.43230		Odor		
Pipes to Flush	P-10935,P-4703,PI-4921,PLATFH-07-3200			Desired Flushing Vol	661.29680		HPC		
				Min Flushing Time	2 min.		Color		
				Desired Flushing	6 min.		Other		



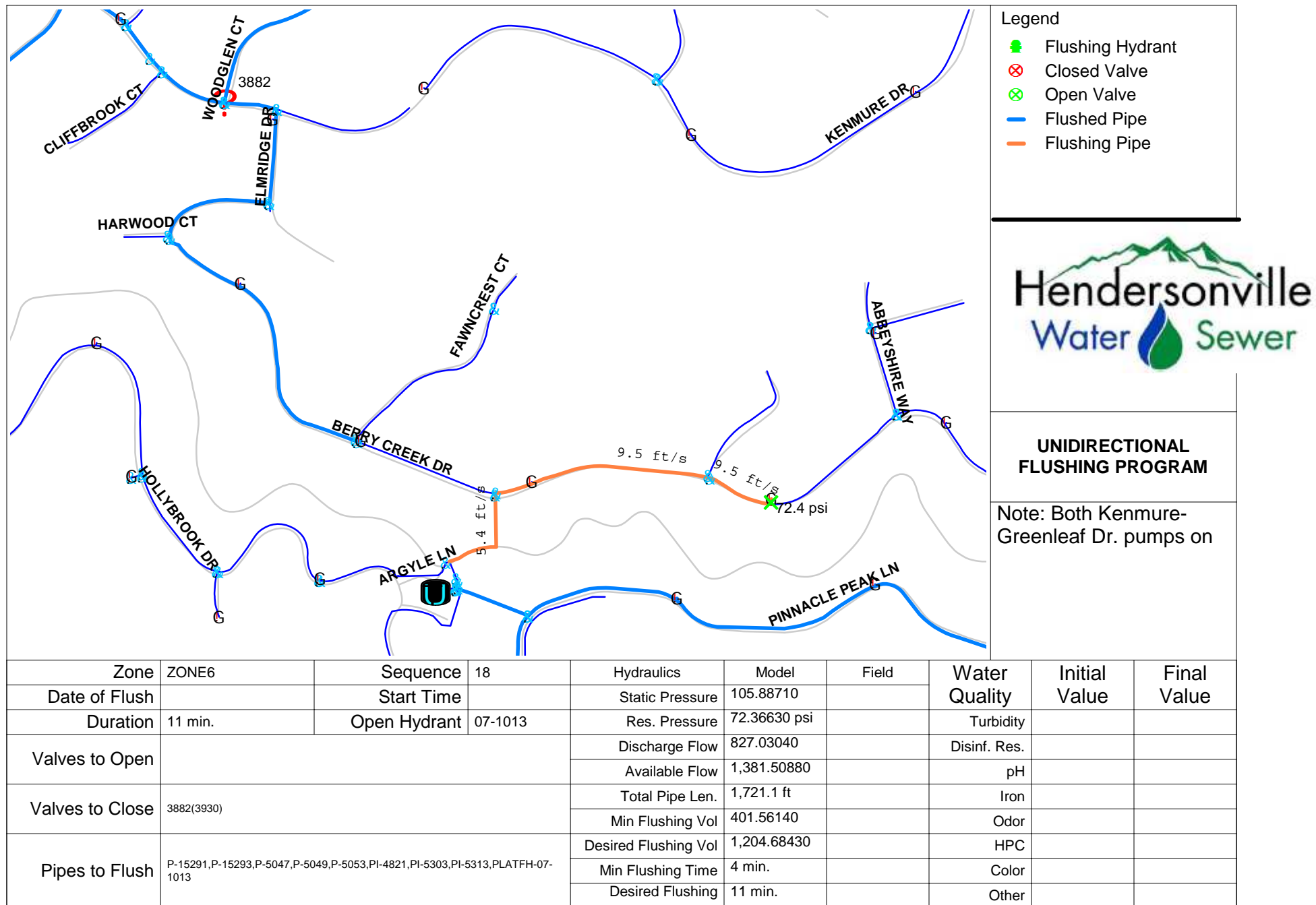
Zone	ZONE6	Sequence	14	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	109.82530				
Duration	13 min.	Open Hydrant	07-3194	Res. Pressure	24.48830 psi		Turbidity		
Valves to Open				Discharge Flow	687.31712		Disinf. Res.		
				Available Flow	706.69088		pH		
Valves to Close	(3953,3930)			Total Pipe Len.	1,983.0 ft		Iron		
				Min Flushing Vol	388.50380		Odor		
Pipes to Flush	P-10927,P-10931,P-13385,P-4693,P-4695,P-4697,P-4699,P-4701,PI-4917,PI-4923,PLATFH-07-3194			Desired Flushing Vol	1,165.51130		HPC		
				Min Flushing Time	4 min.		Color		
				Desired Flushing	13 min.		Other		

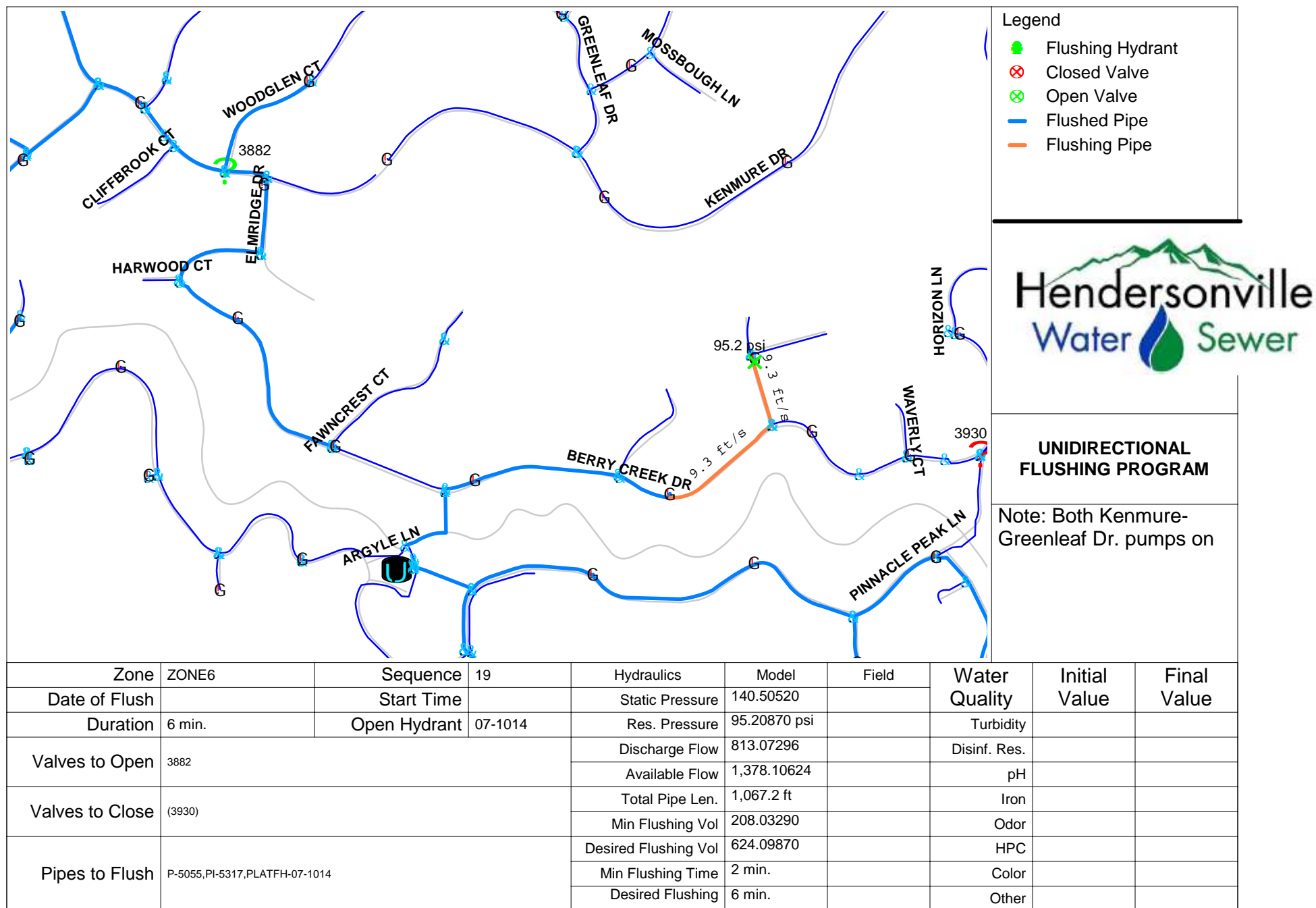


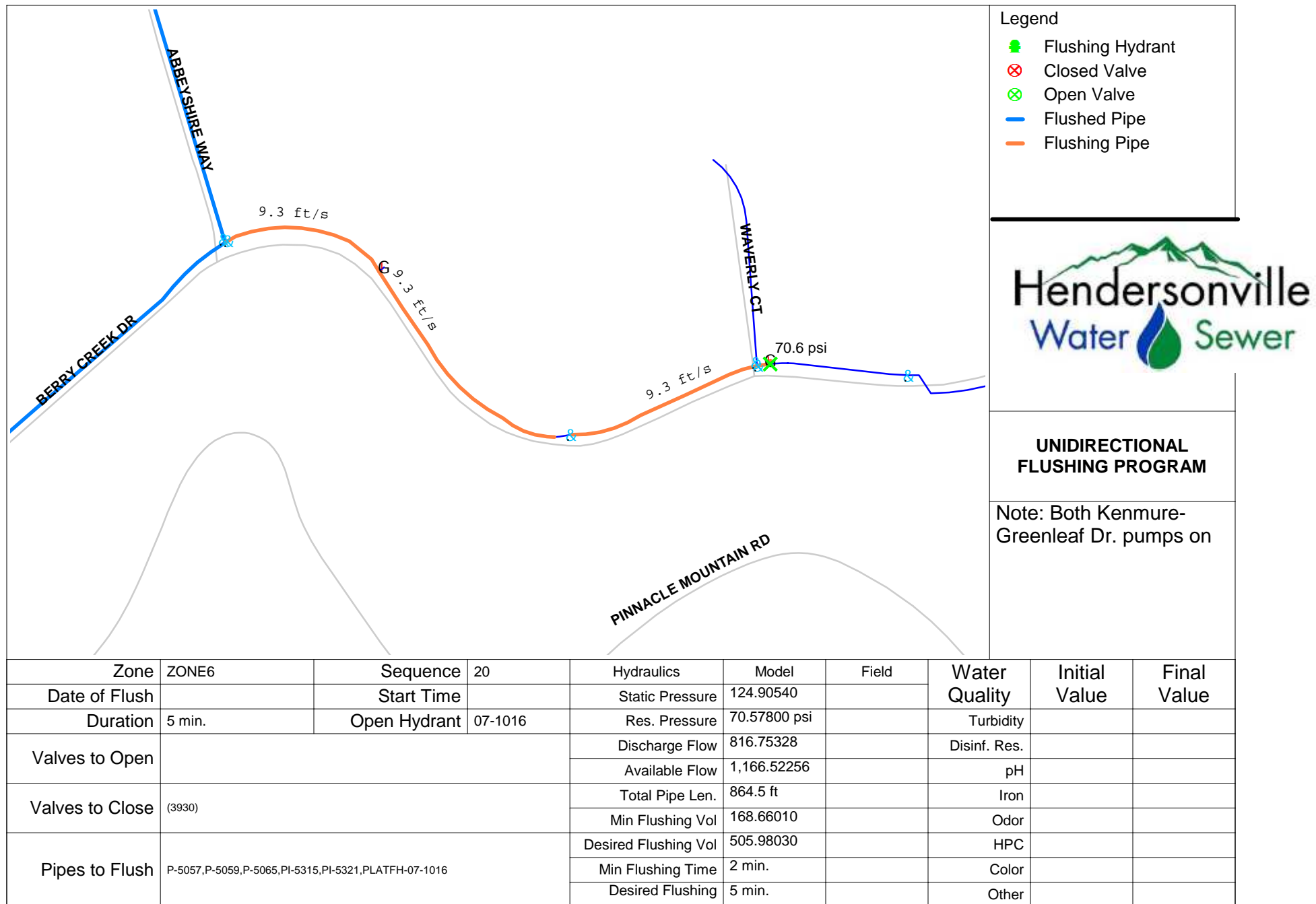


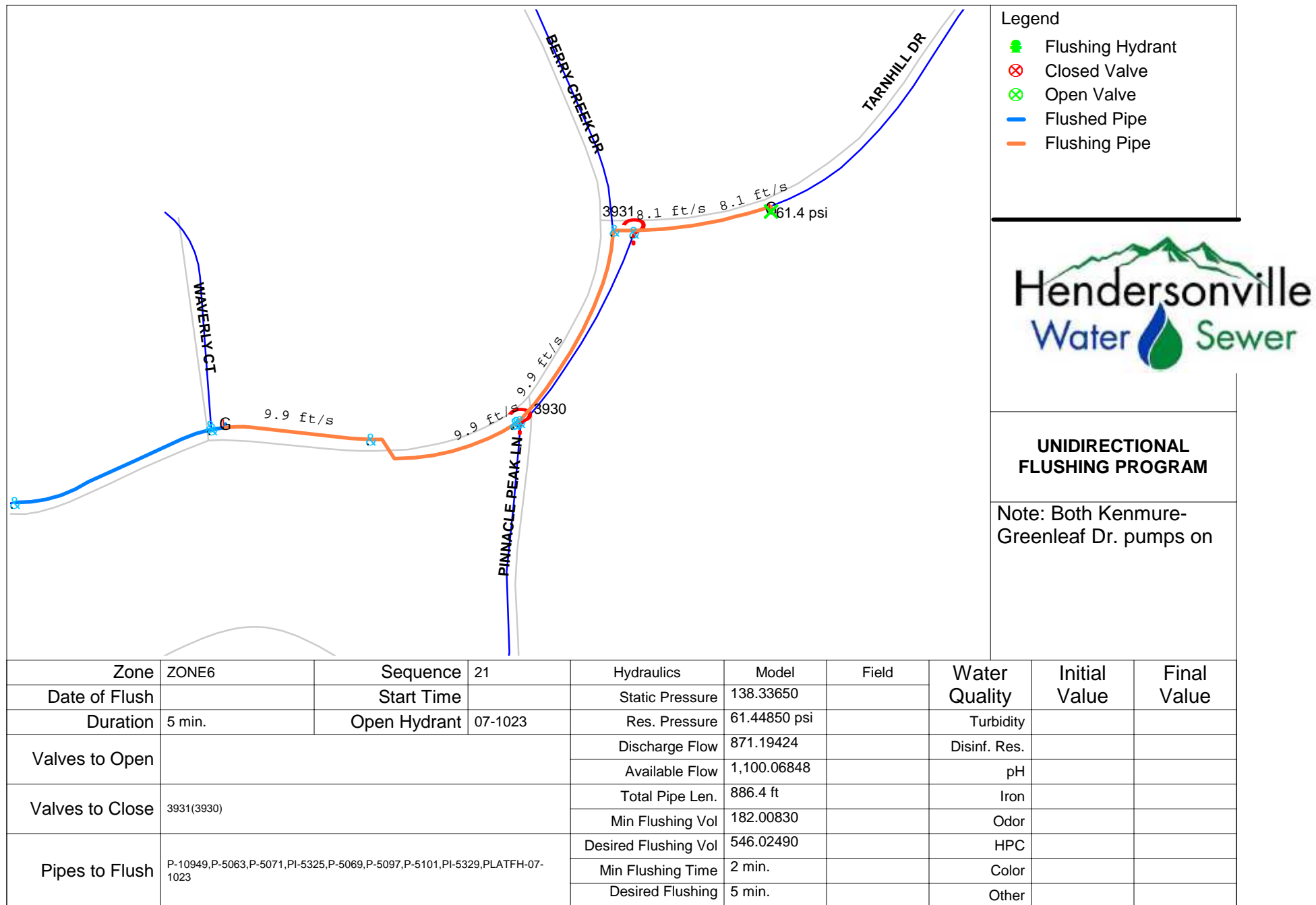


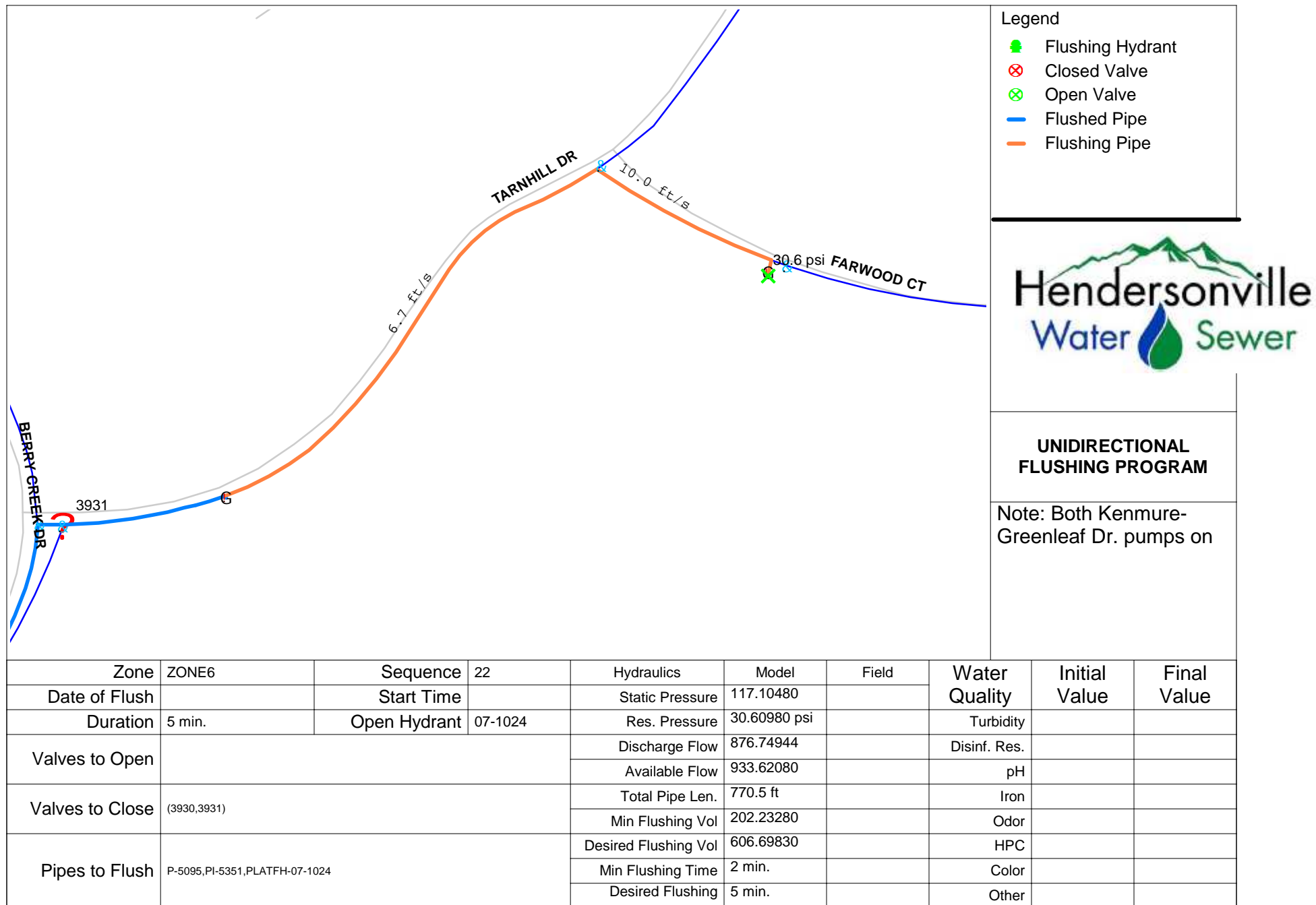
Zone	ZONE6	Sequence	17	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	59.13890 psi				
Duration	8 min.	Open Hydrant	07-3190	Res. Pressure	38.01650 psi		Turbidity		
Valves to Open				Discharge Flow	708.70464		Disinf. Res.		
				Available Flow	989.45056		pH		
Valves to Close	(3930)			Total Pipe Len.	824.3 ft		Iron		
				Min Flushing Vol	239.88110		Odor		
Pipes to Flush	P-5115,P-5119,P-5123,PLATFH-07-3190			Desired Flushing Vol	719.64320		HPC		
				Min Flushing Time	3 min.		Color		
				Desired Flushing	8 min.		Other		

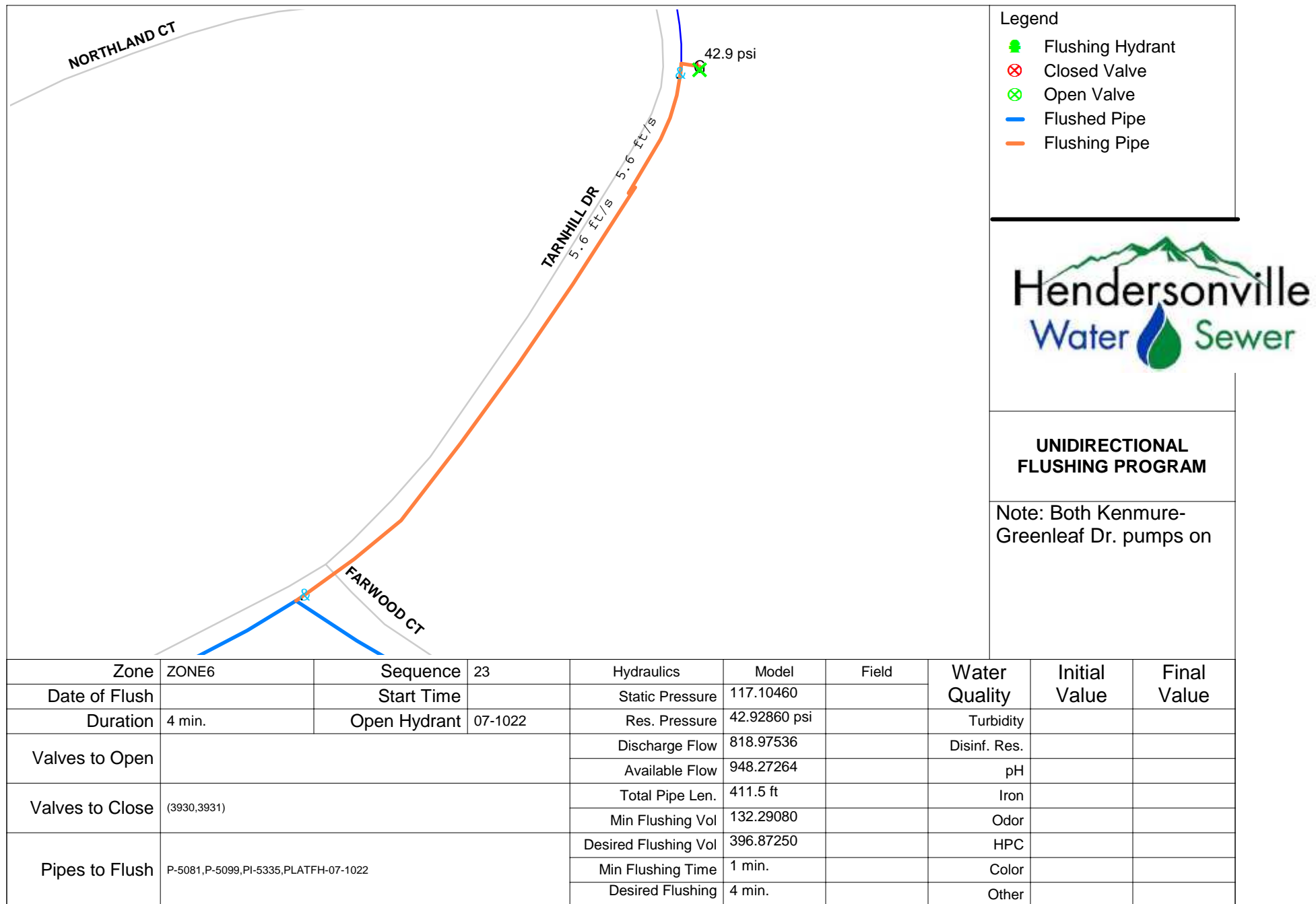


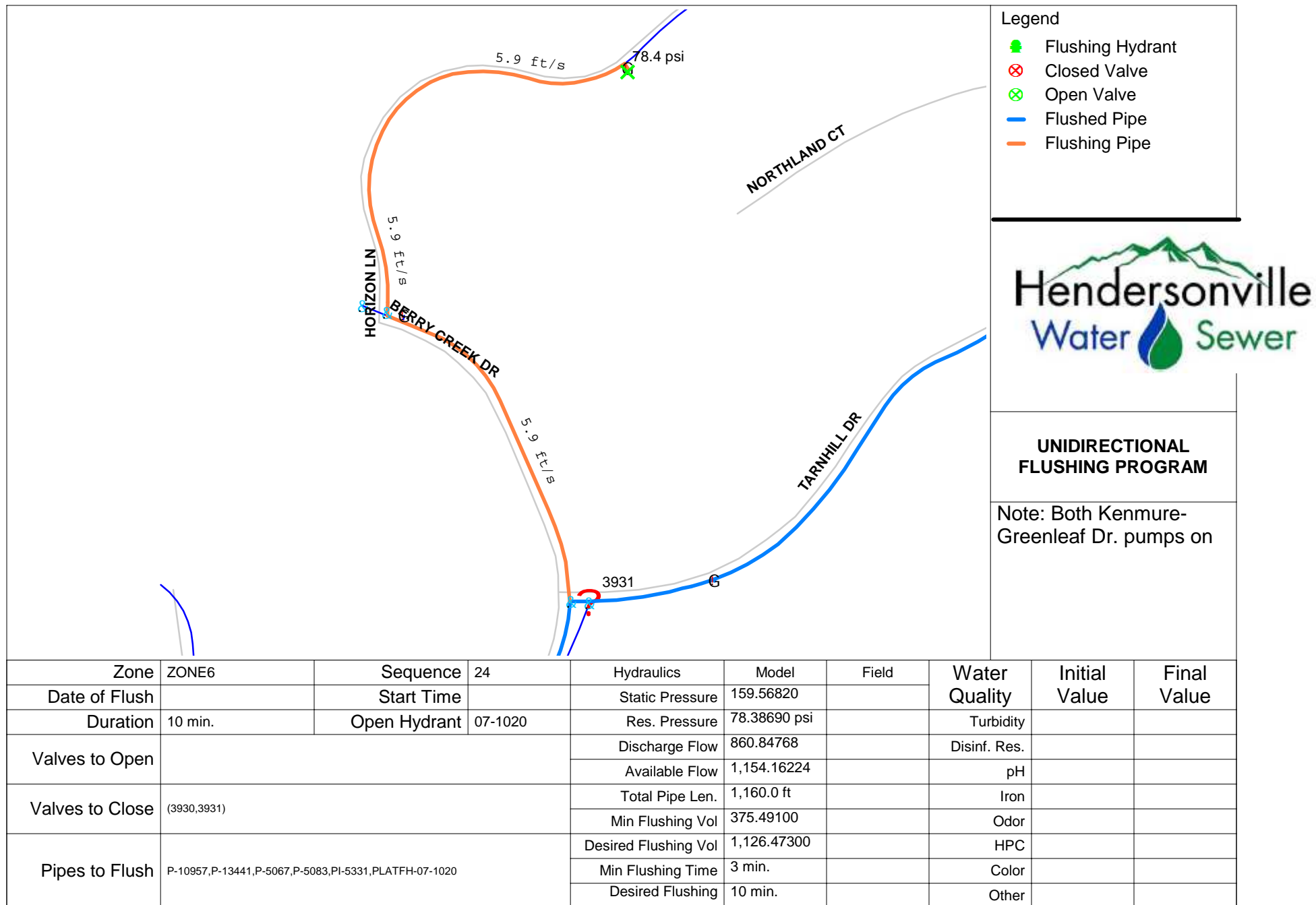


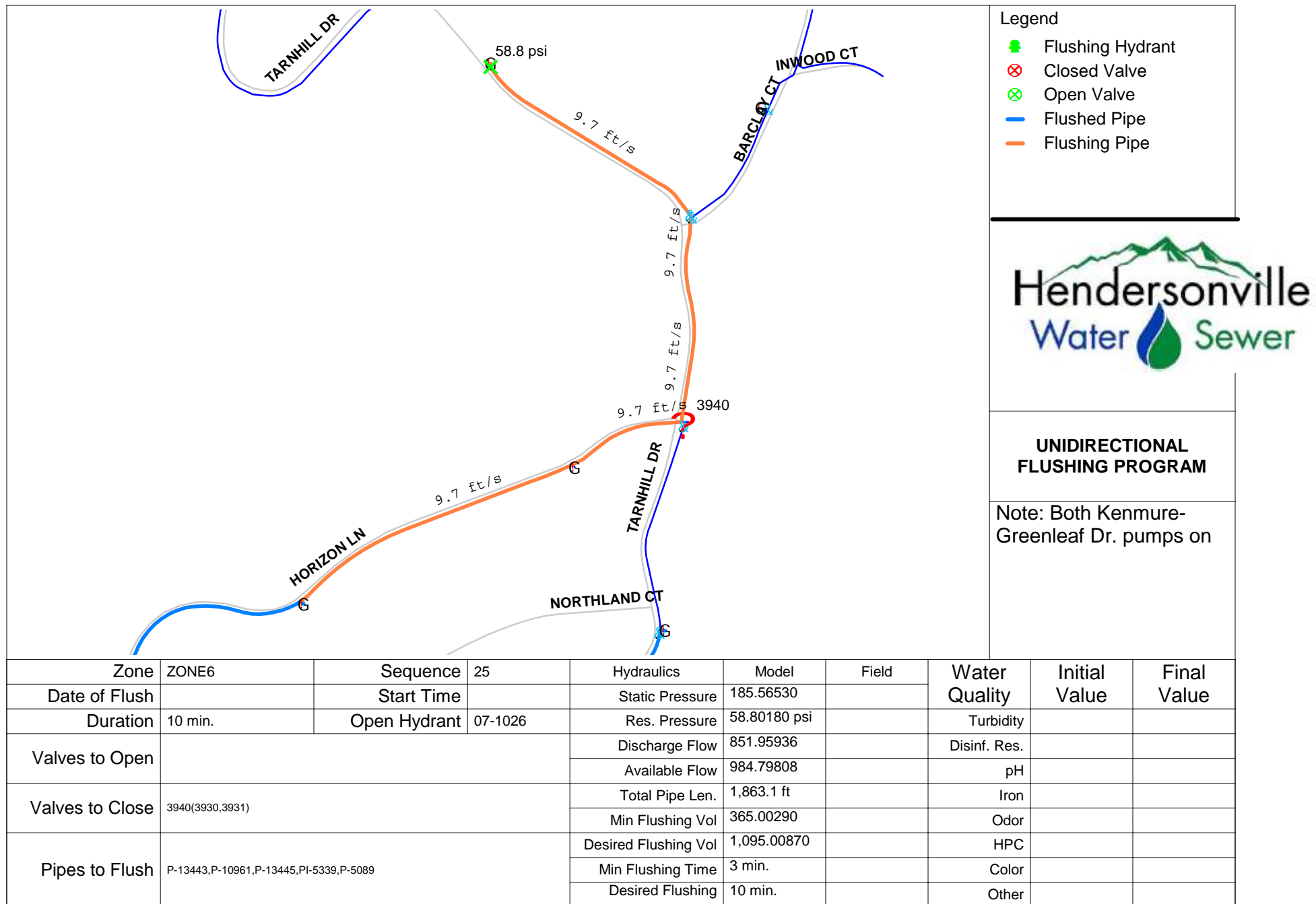


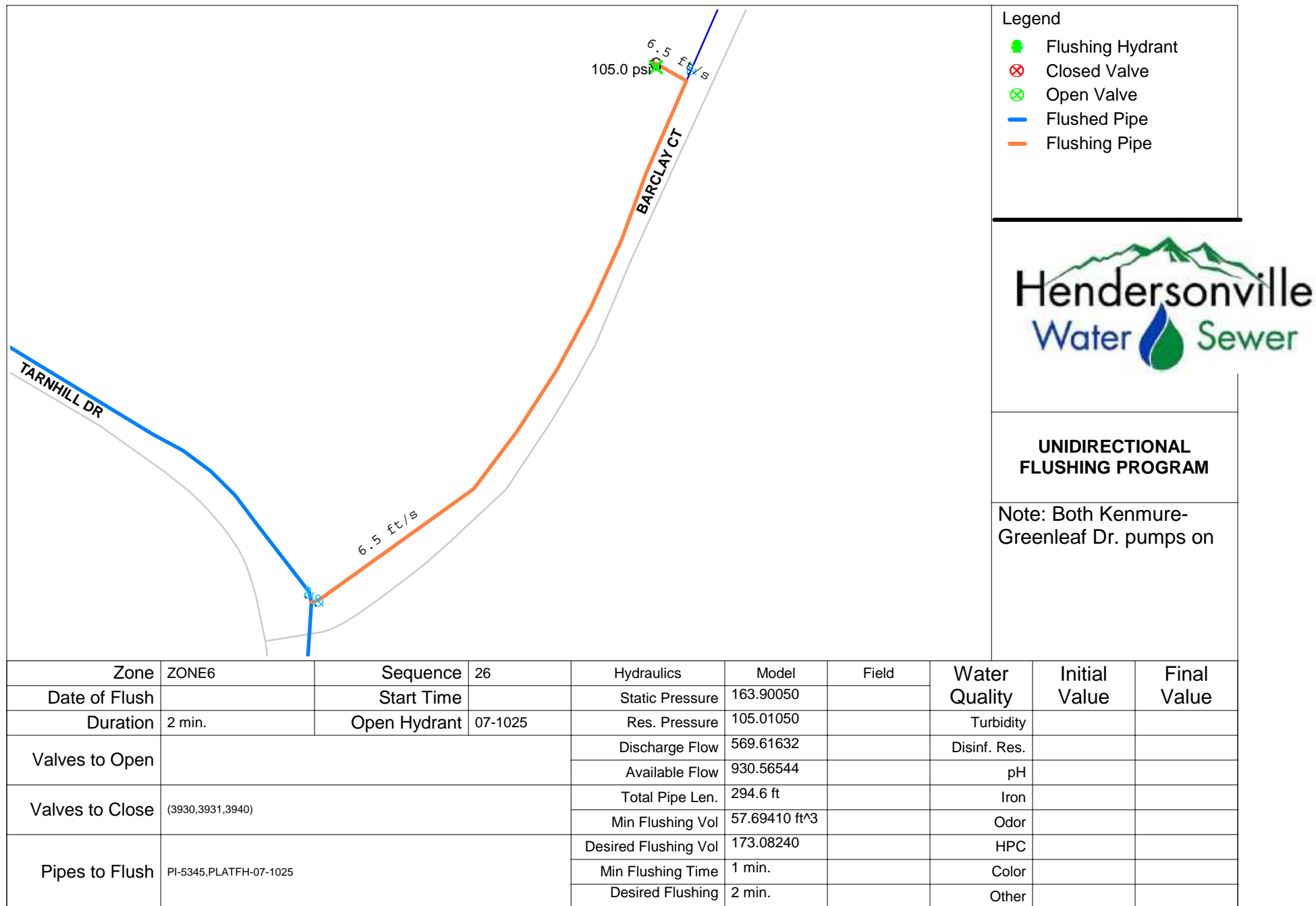


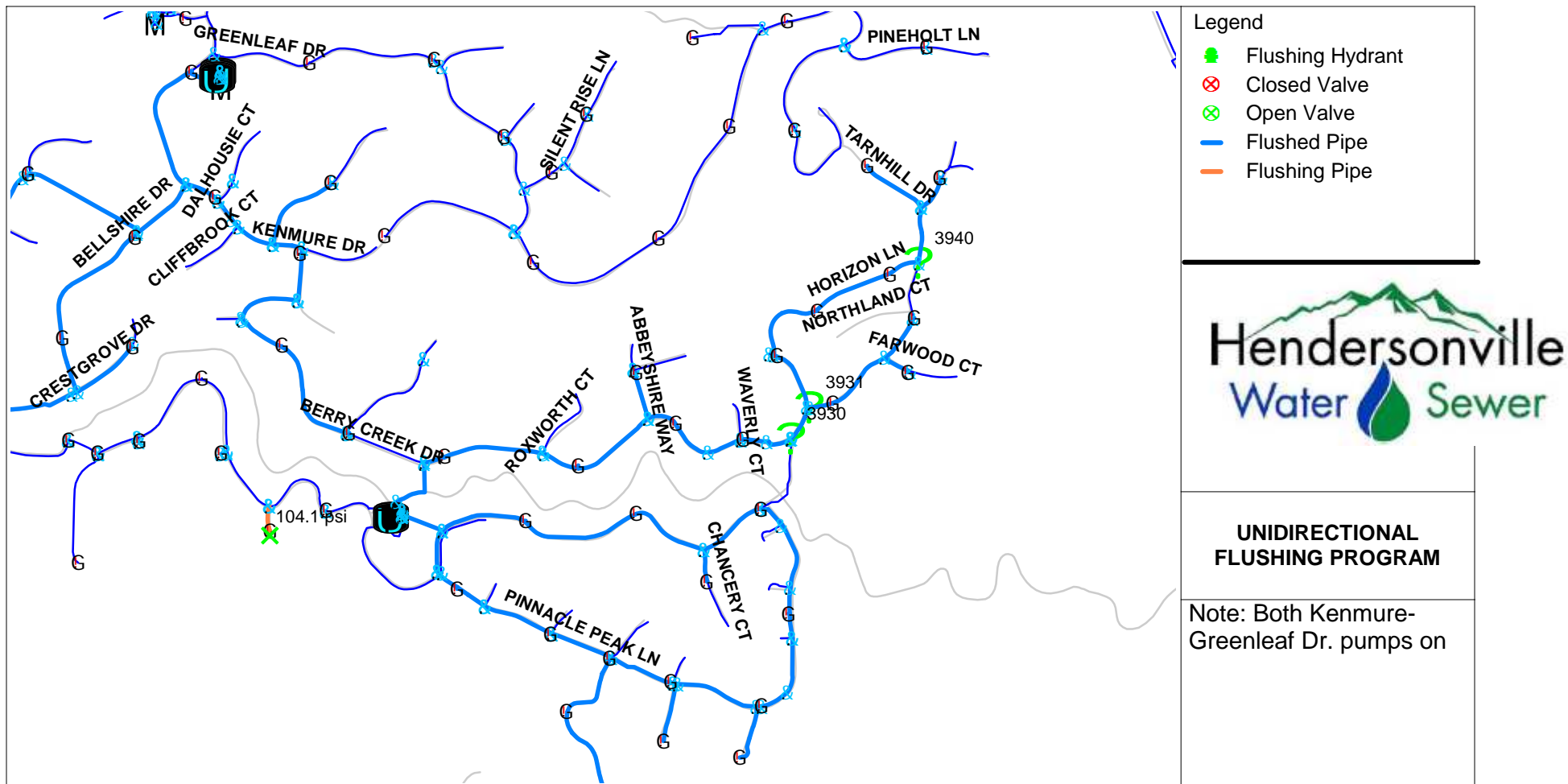




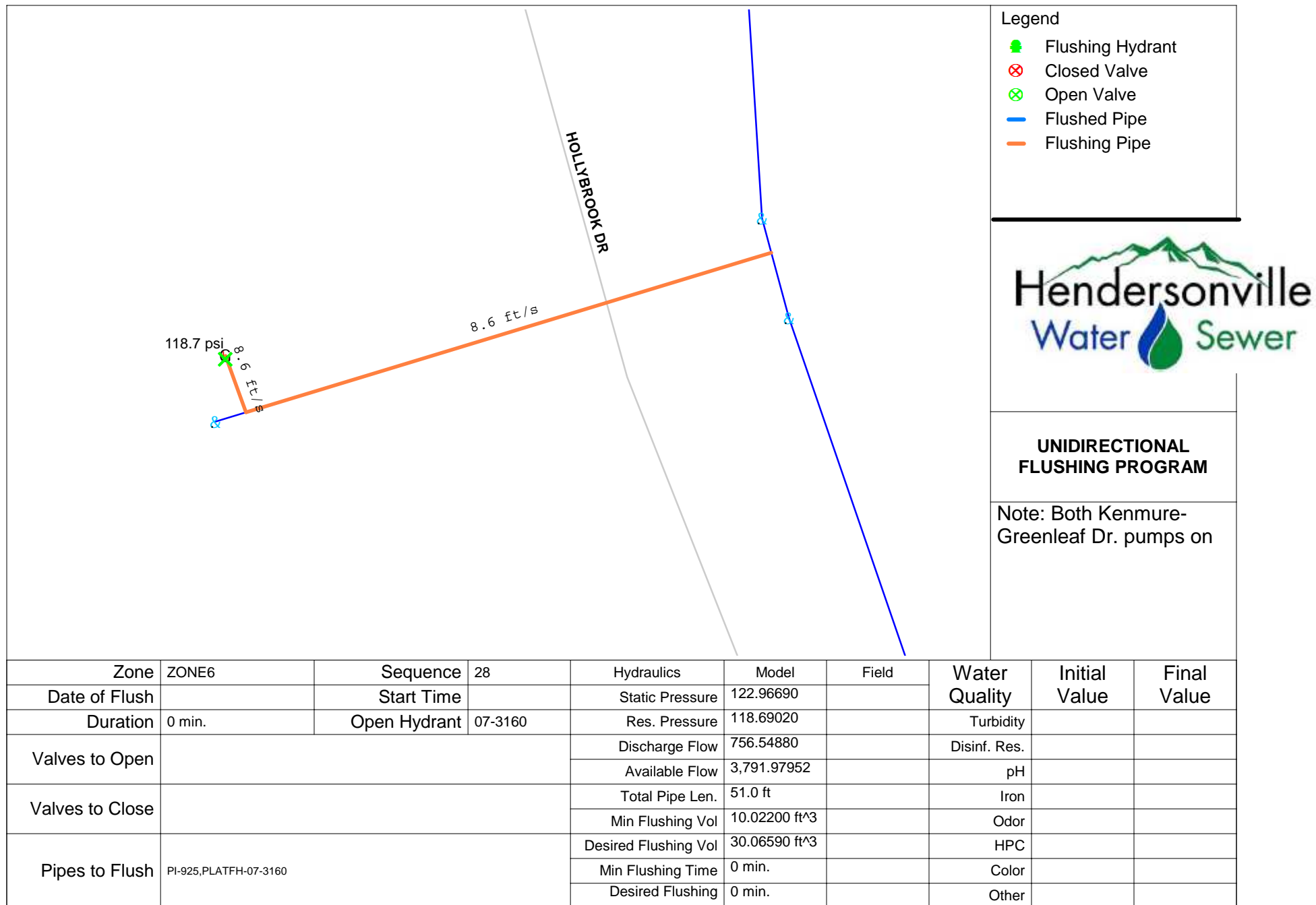


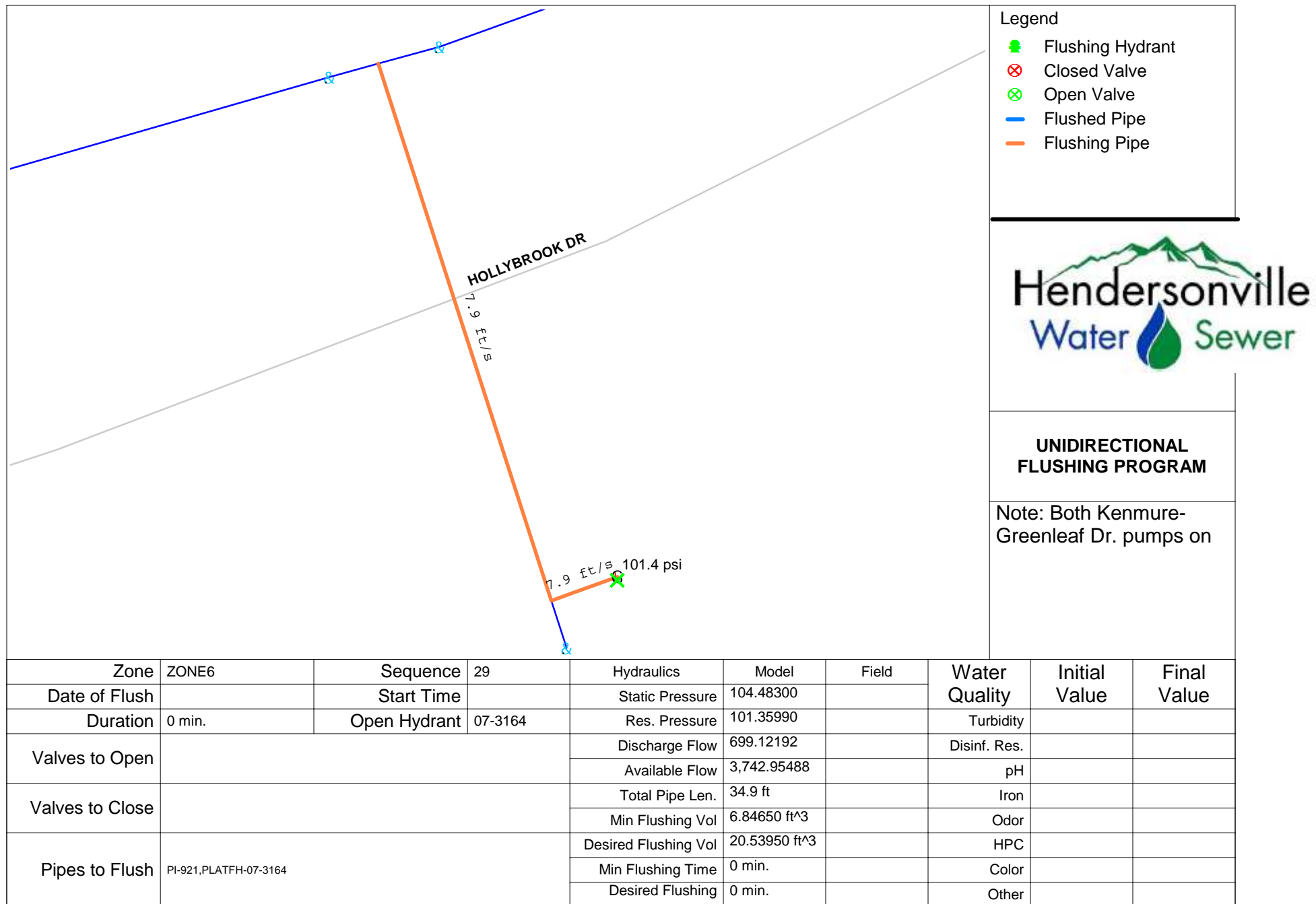


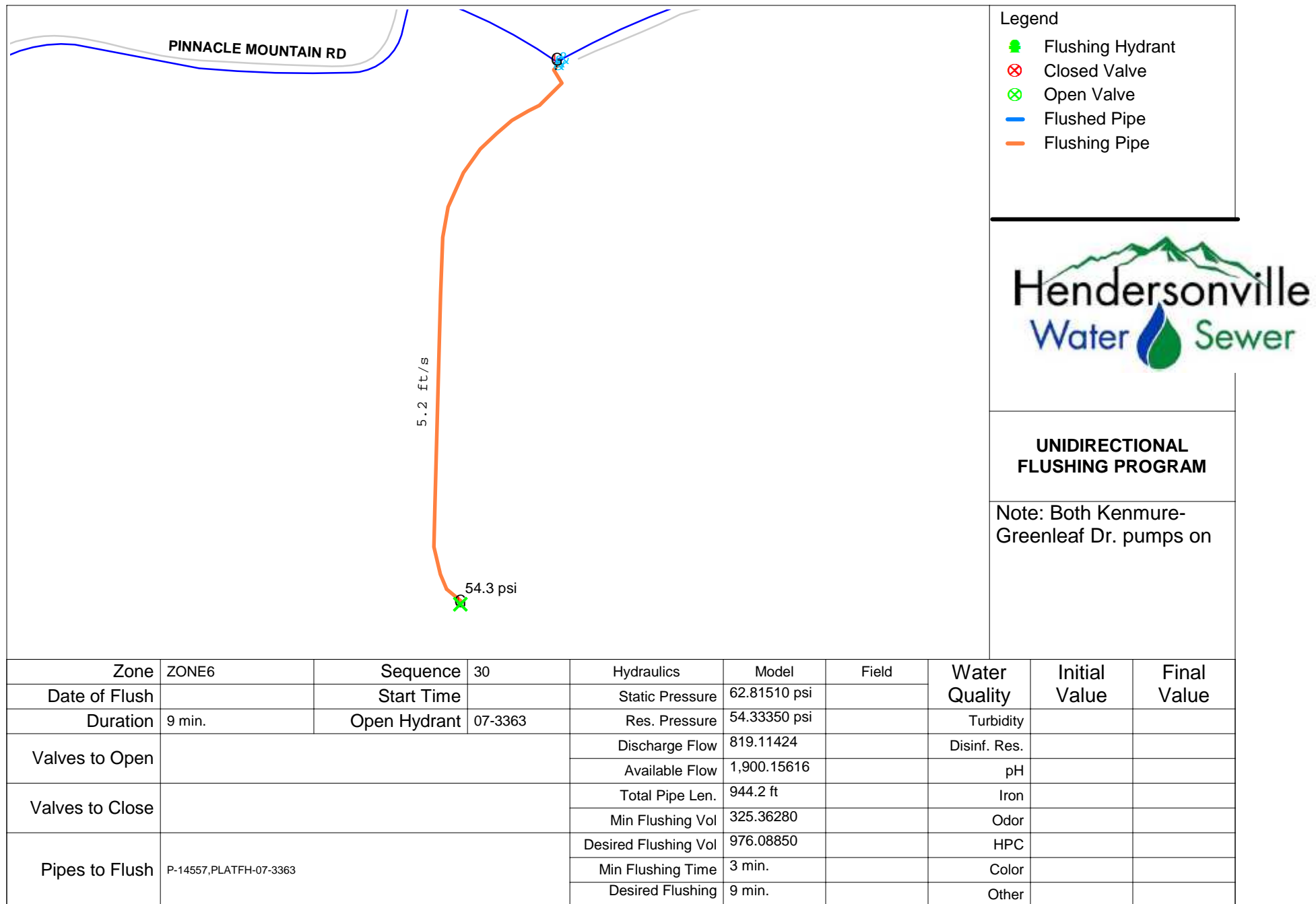


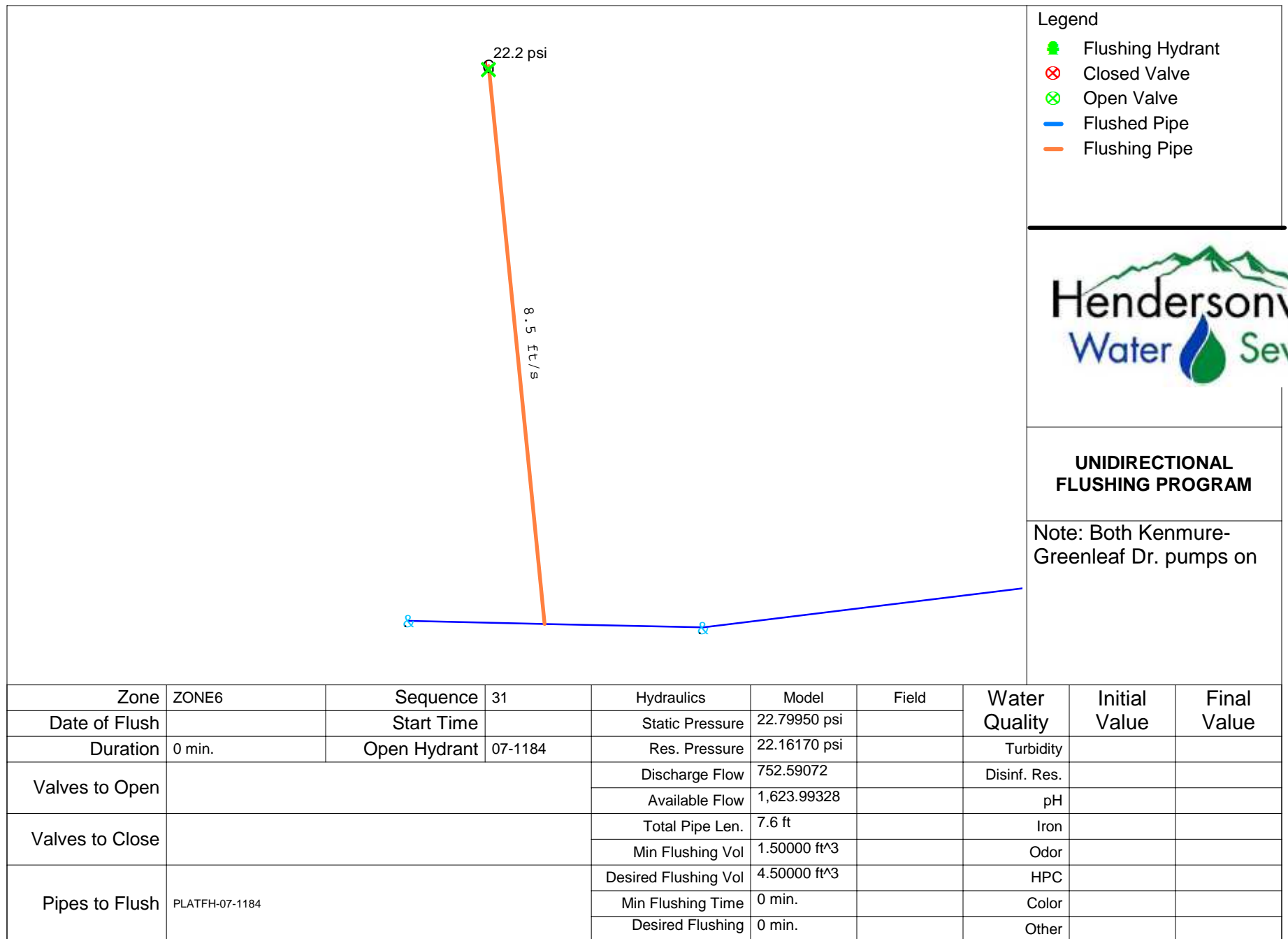


Zone	ZONE6	Sequence	27	Hydraulics	Model	Field	Water Quality	Initial Value	Final Value
Date of Flush		Start Time		Static Pressure	110.51670				
Duration	1 min.	Open Hydrant	07-3154	Res. Pressure	104.13030		Turbidity		
Valves to Open	3940, 3931, 3930			Discharge Flow	708.63520		Disinf. Res.		
				Available Flow	2,816.06976		pH		
Valves to Close				Total Pipe Len.	201.0 ft		Iron		
				Min Flushing Vol	39.46670 ft^3		Odor		
Pipes to Flush	PI-11			Desired Flushing Vol	118.40000		HPC		
				Min Flushing Time	0 min.		Color		
				Desired Flushing	1 min.		Other		









Zone 7

