



LEGEND

- SEWER SUB-BASIN
- UN-SEWERED SUB-BASIN
- SEPARATE SEWER DISTRICT
- EXISTING GRAVITY SEWER
- ▲ EXISTING LIFT STATION
- ▲ EXISTING LIFT STATION (INTERNAL TO SUB-BASIN)
- F.M. EXISTING FORCE MAIN
- PROPOSED GRAVITY SEWER
- ▲ PROPOSED LIFT STATION
- F.M. PROPOSED FORCE MAIN
- /// PROPOSED ABANDONMENT
- AA MODEL FLOW VECTOR

NOTE:
 LIFE STATION MAY BE
 ELIMINATED IN FUTURE
 IF LITTLE HONEY CREEK
 INTERCEPTOR IS EXTENDED
 TO THIS AREA

LITTLE HONEY CREEK INTERCEPTOR
 (SEE FIG. 24)

Airport/S.R. 46: Interstate 70 S.R. 46 Southside (50)

AIRPORT & S.R. 46 AREA SCHEMATIC – PROPOSED SYSTEM IMPROVEMENTS



Little Honey Creek Interceptor

- The purpose of the proposed Little Honey Creek Interceptor is to serve the predominantly un-sewered Sub-basin 53, and the partially sewerred Sub-basins 50 and 51, which includes the south campus of the Rose Hulman Institute of Technology. If the Town of Riley is served by the City in the future, the Little Honey Creek Interceptor would accommodate this flow via the Moyer Drive Interceptor which is in design as of this writing.
- Sub-basin 50 lies immediately south of Interstate 70 in the northwest corner of Riley Township, and includes the Lexington Farms development in the vicinity of Moyer Drive and Jones Road. The Rose Hulman South Lift Station (46th and Moyer) and the Lexington Farms Lift Station will be eliminated by the planned construction of a new regional lift station near the intersection of Moyer Dr. and S.R. 46. Should significant development occur in Sub-basin 53 in the future, the Little Honey Creek Interceptor would potentially allow for the elimination of the regional lift station.
- Sub-basin 53 lies immediately south of Interstate 70 and west of Sub-basin 50. Together, these two basins are approximately 4 miles in width, and drain an area of roughly 2,000 acres within the Little Honey Creek watershed. As presented in this report, the Little Honey Creek Interceptor includes three branches. The upstream section of the main trunk line would begin in Sub-basin 50 and flow southwesterly into Sub-basin 53 toward the confluence of Little Honey and Upper Honey Creek. The two remaining tributary branches lie entirely within Sub-basin 53 and would flow southward toward the trunk sewer, connecting to the main trunk line of the Honey Creek Interceptor near the intersection of Eldridge Road and E. Feree Drive.
- Based upon hydraulic modeling and anticipated flow demands, the downstream section of the Little Honey Creek Interceptor is recommended to be 30" diameter pipe, capable of handling a peak flow condition of slightly over 4 MGD. Upstream sections of the interceptor will vary from 8" to 24" diameter pipe, based upon the anticipated peak cumulative flow within each section.

Little Honey Creek Interceptor (cont'd)

Project No.	Description	Unit	Estimated Quantity	Unit Cost	Estimated Capital Cost
4	<i>Little Honey Creek Interceptor Sewer</i>				
	8" Dia. Gravity Sewer	L.F.	2,200	\$70	\$154,000
	10" Dia. Gravity Sewer	L.F.	9,000	\$90	\$810,000
	12" Dia. Gravity Sewer	L.F.	9,000	\$100	\$900,000
	24" Dia. Gravity Sewer	L.F.	3,000	\$220	\$660,000
	30" Dia. Gravity Sewer	L.F.	2,300	\$250	\$575,000
	Standard Manhole	EA.	92	\$4,500	\$414,000
	Granular Backfill	L.F.	3,500	\$45	\$157,500
	Bore and Jack Casing for R.R. Crossing	L.F.	300	\$600	\$180,000
	Paved Surface Restoration	L.F.	300	\$40	\$12,000
	Grading and Seeding	L.F.	24,900	\$5	\$124,500
	Eliminate IC Ferree Lift Station	EA.	1	\$10,000	\$10,000
	Eliminate Lexington Farms Lift Station	EA.	1	\$10,000	\$10,000
	Eliminate 46th & Moyer Lift Station	EA.	1	\$10,000	\$10,000
	Eliminate 46th & I-70 Lift Station	EA.	1	\$10,000	\$10,000
	Dewatering	L.S.	1	\$402,700	\$402,700
	Erosion Control	L.S.	1	\$80,540	\$80,540
	Estimated Construction Cost:				\$4,510,240
	15% Construction Contingency:				\$676,536
	Land Acquisition	Acre	15.2	\$4,000	\$60,800
	Est. Non-Construction Costs @ 25%:				\$1,127,560
	Estimated Total Project Cost:				\$6,375,136