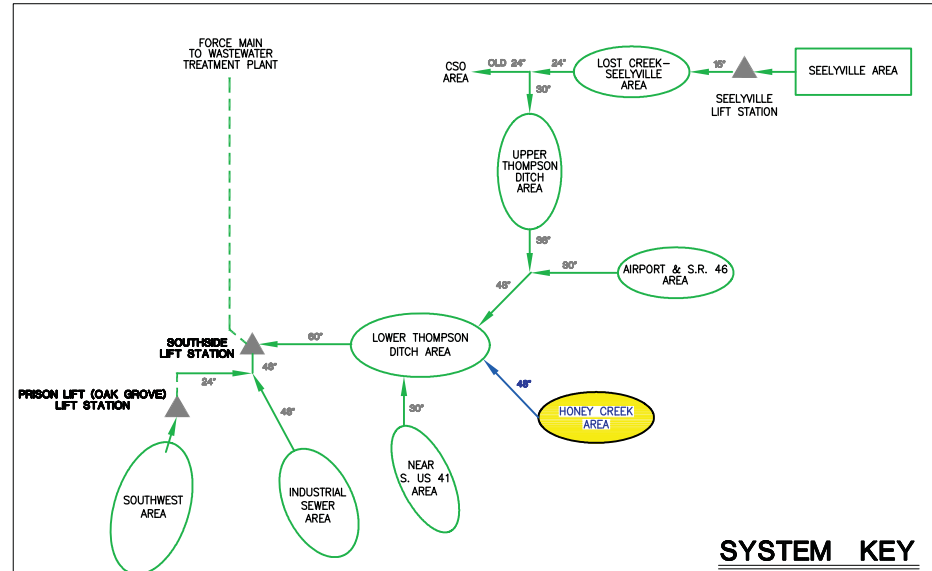


LEGEND

- 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
- MODEL FLOW VECTOR

HONEY CREEK SEWER AREA SCHEMATIC - PROPOSED SYSTEM IMPROVEMENTS

**Honey Creek:
S.R. 46 Rose Hulman South Campus (51)**



Report Schematics for presentation.dwg 1

**CITY OF TERRE HAUTE, INDIANA
SANITARY SEWER MASTER PLAN
HONEY CREEK SEWER AREA SCHEMATIC
PROPOSED IMPROVEMENTS**



FIGURE

24

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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.
- 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 would be eliminated by the construction of this interceptor.
- Sub-basin 53 lies immediately south of Interstate 70 and west of Sub-basin 50. 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.
- The downstream section of the Little Honey Creek Interceptor is recommended to be 24" diameter pipe, capable of handling a peak flow condition of slightly over 4 MGD. Upstream sections of the interceptor will vary from 10" to 18" diameter pipe, based upon the anticipated peak cumulative flow within each section. The eastern-most branch of the Little Honey Creek Interceptor would also allow for the potential elimination of the 46th and I-70 Lift Station which currently discharges to the Old Margaret Avenue Interceptor. Flow received at this station could be redirected south with the installation of a new gravity sewer along State Road 46 to the Lower Honey Creek Interceptor.

Little Honey Creek Interceptor (cont'd)

Description	Unit	Estimated Quantity	Unit Cost	Estimated Capital Cost
<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 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		15.2	\$4,000	\$60,800
Est. Non-Construction Costs @ 25%:				\$1,127,560
Estimated Total Project Cost:				\$6,375,136