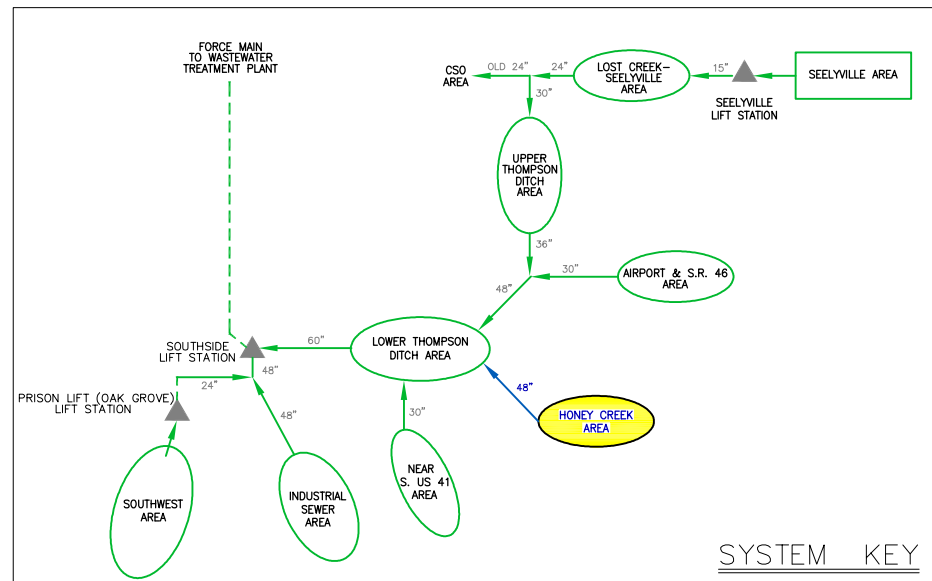


Honey Creek: Woodgate (63)

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

HONEY CREEK SEWER AREA SCHEMATIC – PROPOSED SYSTEM IMPROVEMENTS



SYSTEM KEY

Report Schem. of Terre Haute Rev 9-11.dwg 1

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



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FIGURE

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South Honey Creek Interceptor

- The proposed South Honey Creek Interceptor would generally follow the natural drainage pattern of the south branch of Honey Creek, and would serve un-sewered Sub-basins 55, 65, 66, and any future development which could potentially occur within the northern portion of Linton Township east of U.S. 41 (Sub-basin 203). The downstream section of the South Honey Creek Interceptor was completed in 2009, providing for the re-routing of flow from Sub-basins 63 (Woodgate).
- A future southward extension of the South Honey Creek Interceptor would provide service to the un-sewered areas identified above, and to the partially sewerd Sub-basins 64 & 109 (Youngstown & Youngstown Southeast). Transferring those flows to the South Honey Creek interceptor would allow for the elimination of the Youngstown Lift Station, and the Dallas Road Lift Station.
- The South Honey Creek Interceptor would vary in pipe diameter dependent upon cumulative peak flows anticipated as the wastewater is transferred to downstream reaches. Based upon preliminary modeling results, the upstream, southernmost section between Bono Road and East Eaton Drive would be a 15" diameter pipe. An 18" sewer is recommended from this point north to E. Woodsmall Drive, and the final section of sewer to the connection point with the Honey Creek Interceptor should be a 24" diameter pipe. It should be noted that the cost of the infrastructure required to abandon the Dallas Road Lift Station is substantial, requiring over a mile of 8" pipe. Moreover, the energy savings and operation and maintenance cost reduction associated with the elimination of the lift station may not justify construction of the replacement gravity sewer.

South Honey Creek Interceptor (cont'd)

Description	Unit	Estimated Quantity	Unit Cost	Estimated Capital Cost
<i>South Honey Creek Interceptor</i>				
15" Dia. Gravity Sewer	L.F.	3,500	\$120	\$420,000
18" Dia. Gravity Sewer	L.F.	3,500	\$180	\$630,000
24" Dia. Gravity Sewer	L.F.	7,500	\$220	\$1,650,000
Standard Manhole	EA.	42	\$4,000	\$168,000
Granular Backfill	L.F.	800	\$45	\$36,000
Paved Surface Restoration	L.F.	200	\$40	\$8,000
Grading and Seeding	L.F.	14,300	\$5	\$71,500
Dewatering	L.S.	1	\$298,350	\$298,350
Erosion Control	L.S.	1	\$59,670	\$59,670
Estimated Construction Cost:				\$3,341,520
15% Construction Contingency:				\$501,228
Land Acquisition	Acre	9.5	\$4,000	\$38,000
Est. Non-Construction Costs @ 25%:				\$835,380
Estimated Total Project Cost:				\$4,716,128