CITY OF CAHOKIA HEGHTS

SANITARY SEWER SYSTEM

PROPOSED INTERCEPTOR SEWER SYSTEM

PRELIMINARY DESIGN REPORT

12-20-24

REVISED 4-21-25

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Hurst-Rosche, Inc.

CAHOKIA HEIGHTS INTERCEPTOR SEWER SYSTEM PRELIMINARY REPORT

(REVISED AUGUST 2025)

INTRODUCTION:

The City of Cahokia Heights, newly formed from consolidation of the former communities Alorton, Centreville, and Cahokia, plus the Commonfields of Cahokia Public Water District, is located in the southwestern portion of St. Clair County, IL and the region known as the American Bottoms. The Bottoms are a floodplain of the Mississippi River, between the current east riverbank and the line of limestone bluffs more or less parallel to Illinois Route 157 being part of the ancient riverbed, protected from surface water flooding by riverfront levees and interior levees and drainage canals, but subject to frequent surface water inundation from bluff runoff and groundwater flooding from seasonal precipitation and river level surcharges.

This local flooding introduces both infiltration and inflow of surface waters into the sanitary sewer system in both the cities of Cahokia Heights, and its northern neighbor community of East St. Louis. This is especially true in the northern part of Cahokia Heights, where it borders East St. Louis. Neighborhoods in this area known as Ping Pong, Parkside, and Piat Place are subject to frequent flooding from adjacent bluff runoff, and interruption of natural drainage by the high embankment of Interstate 255, which bisects the area into east and west portions. In addition, the main trunk sewer to convey the local sewers serving these neighborhoods runs along this city boundary on the East St. Louis side, and in many areas, lies in a low point for surface water drainage, and/or is heavily wooded/overgrown and difficult to access or maintain.

This trunk sewer runs at the toe of a slope of old embankment of an abandoned railroad right-of-way that forms the boundary between the two cities. The local sewers in the aforementioned neighborhoods in Cahokia Heights all drain northward into this East St. Louis trunk sewer.

The new interceptor sewer will cut off, or intercept, these north-flowing local sewer lines with a series of new lift stations and force mains, and redirect these flows to the south into Cahokia Heights system, ultimately discharging into the city's own main trunkline, which is currently being rehabbed (cleaned, televised, and CIPP lined) under a project jointly funded by the city and the US Army Corps of Engineers. As such, the flows from these northern neighborhoods will be conveyed through a large trunkline, rehabilitated to carry the additional flow. In addition, the city is currently in the process of accepting bids for cleaning, televising, and CIPP lining of sewers in the northern residential neighborhoods to address local I/I at its source, thereby reducing flows on the new system by removing stormwater and groundwater.

Interceptors, also known as interceptor sewers, are large-diameter pipes or tunnels that play a crucial role in a city's sewer system. Their primary function is to intercept and transport wastewater from smaller local sewers to a central treatment facility or outfall. The importance of interceptors in a city's sewer system includes several key aspects:

Preventing Combined Sewer Overflows (CSOs): In cities with combined sewer systems, which carry both stormwater and wastewater in the same pipes, interceptors help manage the flow of excess water during heavy rainfall. By directing this flow to treatment facilities or designated outfalls, interceptors reduce the likelihood of combined sewer overflows, which can discharge untreated sewage into local water bodies, posing significant environmental and public health risks. The city of Cahokia Heights does not have any combined sewers in its system, but the city of East St. Louis does have them. Therefore, removing the Cahokia Heights flow from its northern neighborhoods will increase capacity in the East St. Louis system.

Managing High-Volume Flows: Interceptor sewers are designed to handle large volumes of wastewater. They help manage peak flows, especially during storm events, by collecting water from smaller, localized sewers and transporting it efficiently. This helps prevent localized flooding and sewer backups in residential and commercial areas.

Efficient Transportation to Treatment Facilities: Interceptor sewers are typically the main conduits that transport wastewater from various parts of a city to a central wastewater treatment plant. By efficiently conveying wastewater, interceptors help ensure that the sewage reaches the treatment facility in a timely manner, reducing the risk of raw sewage entering natural water bodies. While the city of Cahokia Heights does not own or operate its own wastewater treatment facility, the city's main trunkline does collect all local sewers in the city and then pumps them to a regional wastewater treatment plant, know as the American Bottoms WWTP, located in adjacent Sauget, Illinois.

Protecting the Environment: By preventing untreated sewage from reaching rivers, lakes, and other water bodies, interceptors play a critical role in protecting the environment. They help maintain water quality, protect aquatic ecosystems, and prevent the spread of waterborne diseases.

Supporting Urban Development: Intercepting sewers are essential for supporting urban growth and development. As cities expand, the demand on sewer infrastructure increases. Interceptors can be designed to accommodate future growth, ensuring that new developments have adequate wastewater management services.

Reducing Infrastructure Strain: By diverting large volumes of water away from smaller local sewers, interceptors reduce the strain on these systems. This helps prolong the life of local sewer infrastructure, reduces maintenance needs, and minimizes the risk of damage or failure.

Cost-Effectiveness: Investing in interceptor sewers can be a cost-effective solution for managing large volumes of wastewater. By efficiently transporting water to treatment facilities, interceptors help optimize the use of existing infrastructure and reduce the need for additional treatment facilities or costly upgrades.

The interceptor system's role is crucial in maintaining public health and safety, ensuring regulatory compliance, and preserving water quality.

PRELIMINARY DESIGN:

The Cahokia Heights sanitary sewer system south of Lake Drive flows into a main trunkline which runs south from Illinois Route 15 (Missouri Avenue) to the Metro East Sanitary District (MESD) treatment plant on Levin Drive in the southwestern portion of the city and is then pumped to the American Bottom Regional Wastewater Treatment Plant in Sauget. See the General Alignment Plan attached as Appendix A.

The Cahokia Heights sanitary sewer system north of Lake Drive flows into the City of East St. Louis at eight (8) locations, three (3) locations east of Interstate 255 and five (5) locations west of Interstate 255. The new interceptor system will intercept the sewer flows prior to entering the City of East St. Louis and redirect them to the main trunkline south of Illinois Route 15 at each of these eight locations.

The new interceptor system will be routed along two (2) separate paths, one (1) east of Interstate 255 and one (1) west of Interstate 255. The east interceptor system will run along the northern boundary of Cahokia Heights just south of the East St. Louis boundary, heading east from 73rd Street to Illinois Route 157, then south along the western side of Illinois Route 157 to just east of the intersection of Illinois Route 13 with Old Missouri Avenue/Illinois Route 157, then turn west and tie-in to the main trunkline near the intersection of Illinois Route 157 and Renois Avenue.

The west interceptor system will run along a west-to-east path and connect with the east interceptor at the 73rd St. lift station. An earlier alternate alignment flowing west-to-west and south through old Centerville was examined and rejected in favor of the west-to-east alignment for a more economical, constructable project with fewer easements required.

The west-to-east path will run north from Golden Gardens at Golden St. to a new lift station at N. 47th St., then run east along the old RR (Dayline) ROW and/or Ridge Avenue to a modified existing lift station at N. 63rd St. and Laura Ave., then continuing east to a modified lift station at N. 73rd St. which is the starting point of the east interceptor alignment.

The entire interceptor system will include a minimum of eight (8) new lift stations, the rehabilitation of three (3) existing lift stations, and the installation of approximately 40,700 lineal feet (7.7 miles) of new force main. The work also includes crossings (borings) under Illinois Route 111, Interstate 255, Illinois Route 157, Lake Drive, Illinois Route 15 (Missouri Avenue), the Southern Railroad tracks (south of Illinois Route 15), Illinois Route 13 near its intersection with Old Missouri Avenue/Illinois Route 157, and the Illinois Central Railroad near its crossing of Illinois Route 157 and Church Road. This is shown on the attached General Alignment Plan.

The majority of the interceptor system will be located within the public right-of-way, however, it is anticipated to cross properties owned by the IDOT, Metro East Sanitary District (MESD), IDNR/Frank Holten State Park, the Southern Railroad and the Illinois Central Railroad. Utility easements will be required for these properties.

Also see the alignment sketches attached in Appendix B for the layout of these proposed routes in greater detail. Of course, the final revised alignment will be reflected in the final design drawings for the project.

PRELIMINARY DESIGN TASKS AND OUTCOMES

1. INITIAL FIELD SURVEYS

   Survey crews and design staff traversed the proposed locations of new lift stations and routes of force mains for obvious signs of conflicts or inconsistencies with available GIS information and mapping. These physical survey efforts did produce a few minor alignment changes, and raised a few issues to be resolved during final design, but no fatal flaws were found during this investigation. Potential alignment issues to be resolved during final design phase include, on the East section: avoiding construction in areas along the abandoned railroad ROW at the city boundary where an existing deep ditch runs parallel to the proposed alignment in some places, and possible alternate route at the crossing of IL Rt 15 to minimize the length of boring beneath the highway.

2. REVIEW OF GIS MAPPING

   Designers reviewed the proposed draft alignment against GIS mapping of properties available from St. Clair County to confirm ownership of parcels, easement requirements, public rights-of-way, and other available physical characteristics and descriptions.

This review surfaced some minor possible changes to alignments, mentioned above, to maximize the use of public ROWs, and minimize the need for easements from private property owners. These potential alignment changes will be further reviewed and confirmed during final surveys and design phase. These alignments are shown in detail on the plans included in Appendix B.

3. REVIEW OF SITE RESTRICTIONS TO CONSTRUCTION

WETLANDS

Designers reviewed available online mapping for potential wetland conflicts at the US Fish and Wildlife website National Wetlands Inventory. Those maps are attached as Appendix C. While there are wetlands and other waterway areas adjacent to the proposed alignment of the new interceptor, the alignment is configured to remain within available public roadways and ROWs in nearly all cases, thereby avoiding jurisdictional wetland conflicts. In the event of any question or concern on several areas where proposed alignment is in close proximity, final design and surveys will determine if any conflicts arise, and alignments will be adjusted to minimize or eliminate these conflicts. At this preliminary point, there appear to be no instances of outright crossing or overlap of construction alignments and wetland areas. Agencies having jurisdiction will be consulted during final design when alignments and ROWs are pinpointed to ensure agreement on no conflicts.

ENDANGERED SPECIES

Available data online at the US Fish and Wildlife Service and other sites revealed no critical habitats for threatened or endangered species that are in conflict with the proposed alignment.

As with the wetlands discussion, once final alignments are drafted during final design, the agencies having jurisdiction will be consulted to ensure agreement on no conflicts.

HISTORIC, ARCHAEOLOGICAL AND CULTURAL SITES

Once final alignments are drafted during final design, the state of Illinois SHPO office will be consulted to ensure agreement on no conflicts.

ROADWAYS, ROWs, RAILROADS and other UTILITIES

As stated above, the proposed alignment of new construction for the interceptor project will follow, as much as possible, existing street rights-of-way. There will be some easements required of public landowners where the public ROW is not usable or accessible. These include a few landowners, the IDNR (at Frank Holten State Park), the IDOT (along state owned roadways), the MESD (beneath Harding Ditch), and the Southern Railroad, via a boring underneath the railway. There may be other existing utilities, including gas, electric and communications, that may have primacy or priority over tracts of land in the proposed alignment. While not insignificant, it is not anticipated to be a major problem for the completion of the design and construction of the project within the proposed timetable of 4 years (by the end of 2028).

OTHER PERMITS

The project will require a permit for construction from the IEPA, which is not expected to be an issue.

4. REVIEW OF FLOWS, CAPACITIES, AND OTHER EXISTING CHARACTERISTICS

Designers have conducted a review of the proposed layout and connections to the existing sewer system to determine the operating status, existing conditions, and flow characteristics of lines and pumps. The concerns identified at the preliminary design stage were the capacities of existing receiving lift stations at the terminus of the interceptor, and the receiving trunkline sewer.

The east section originally was projected to end at the existing lift station at 6927 Old Missouri Ave., also known as the Lady of the Snows station. This station was replaced in 2023-2024 with new pumps, valves, and control panel/electrical service. This station is equipped with two new Flygt Concertor submersible pumps, each with a 230V, 3-phase, 5.5 HP motor, with a combined total capacity of 400 GPM. This capacity was not sufficient to accommodate the interceptor flow without major reconstruction. The station was therefore bypassed by the interceptor force main and a new station at Illinois Route 13 just east of Old Missouri Ave/Illinois Route 157 will be designed and constructed.

The west section via the west-to-east path will enter the east interceptor at the existing lift station at N. 73rd St., which is already scheduled for rehab under the IEPA Wastewater Grant project, and which would be upsized to accommodate the additional flow.

While some of these stations have been recently upgraded with replacement equipment, these capacities will be verified and reviewed to ensure their ability to accept the increased flows from the interceptor sewers flowing into them. If necessary, final designs will include upsizing of pumps, valves, and force mains to accommodate the new flows, with the replaced equipment going into spare parts inventory at the city.

Other existing stations in the proposed interceptor will need to be modified for capacity as well, and these are shown on the General Alignment Plan, Flow Chart, and Tributary Map in Appendix A.

5. REVIEW OF ALTERNATIVE ALIGNMENTS

A review was conducted of possible alternative alignments to the proposed alignment during preliminary design. Due to the limitations posed by existing Interstate 255 alignment and embankment, other state highway crossings, railroad crossings, major drainage ditch alignments, state park lands, and known wetland areas, the only feasible alternate alignment for the interceptor was determined to be along the MESD ROW for Harding Ditch.

In theory, the direction of flow along the north end of the project would be reversed, with east and west sections flowing toward each other and then turning south along and within the MESD ROW for Harding Ditch. At first glance, this alignment offers an improvement in the construction of crossings of state highways and railroads. However, that improvement comes at the heavier cost and difficulty of overall access restrictions for construction equipment and trucks, complications with adjacent water bodies and wetlands, structural concerns with construction adjacent to the important and regulated interior levees that contain Harding Ditch, and the annual easement fees that would be required by the MESD, which are priced by the foot of pipe or easement. After consideration of these factors, this alternate alignment was rejected.

As discussed above, however, an alternate alignment of the west interceptor to flow eastward was evaluated during final design, and has been selected as the preferred final alignment.

CONCLUSION OF PRELIMINARY DESIGN EFFORTS

After conducting the preliminary tasks described above, and evaluating possible alternative alignments, it is concluded that the proposed alignment and system configuration, while challenging in its implementation and construction, presents the best option for the completion of the interceptor sewer system. Now that the preliminary study has been completed, engineering can proceed to implement the final design activities, which are described below.

FINAL DESIGN

The interceptor system final design will involve proceeding from the preliminary design and feasibility studies to develop the selected alternative into final designs, including the following:

1. Final topographic surveys
2. Negotiations with utilities and agencies having rights-of-way (ROW) over where project elements must be placed
3. Applications for permits and easements from ROW holders
4. Applications for permits and other authorizations concerning location restrictions, such as:
    a) Wetlands
    b) Endangered species
    c) Historical and archaeological artifacts and sites
    d) Railroads
    e) Highways
    f) Gas and electric transmission lines
    g) IEPA Permits for Construction

U. S. Fish & Wildlife Wetlands maps are provided Appendix C and show the likely route of the proposed interceptor system. The interceptor system is being designed to avoid wetland areas to the greatest extent possible. Surveys preformed to date on the alignment indicate that areas along the north and east areas of the interceptor force mains that are in close proximity to mapped wetland areas can be avoided by construction of the new force mains.

5. Production of working drawings and specifications
6. Production of bid documents

7. Inclusion of agency reviews and approvals as needed
8. Advertisement of bids
9. Conducting pre-bid outreach and conferences
10. Answering RFI's and issuing addenda as needed
11. Opening of bids and review
12. Bid Recommendations
13. Issuing Notice of Award
14. Review of submittals and bid documents
15. Issuing Agreement and Notice to Proceed.

Note that final designs will be in accordance with Illinois Title 35, Part 370, Illinois Recommended Standards for Sewage Works. All Cahokia Heights sanitary lift stations are designed in accordance with Illinois Title 35, Part 370, Subpart D, Sewage Pumping Stations, including separate wet well and valve vault structures, guide rails and lift cables to facilitate removal of the pumps & motors without entering the wet well, suitable and safe means of access, duplicate pumps having the same capacity, are capable of passing spheres of up to 3 inches in diameter, are suitable for operation within a Class I, Division I, Group D environment, are designed to maintain a minimum velocity of 2 feet per second in the force main, etc.

Lift station capacities are calculated based on the number of parcels tributary to each lift station, the average daily water usage, and the peak flow factor, considering static head, friction losses, velocity in the force main, number of cycles per hour, retention time, etc. Flow meters have been installed at specific locations to determine exiting sewage flows in comparison to calculated flows, and to evaluate expected I/I reductions from cleaning and CIPP lining work.

The force main sizes are determined by the lift station calculations, based on the design flows, static head, friction losses, minimum velocity, etc. Based on the number of vacant properties within the City (which per the design standard are counted as contributing flows, but which in reality contribute no flow), and the known and anticipated I/I flow volumes to be reduced by upcoming cleaning, TV, and CIPP work, the actual flow rates are expected to be significantly lower than the calculated values, thus the force mains will be able to accommodate larger flows.

A packaged cellular/cloud based Supervisory Control and Data Acquisition (SCADA) system will be installed within the control panels at every lift station in the city sewer system, including the new stations that will be part of the interceptor system, to collect and transmit data from the lift stations to a central server location to receive, record, and analyze lift station data, alert operating personnel about system alarms and malfunction conditions, and control lift station operations remotely.

All existing and proposed lift stations on the Cahokia Heights sanitary sewer interceptor system are designed as standard duplex submersible lift stations containing 2 pumps of equal capacity set to operate alternately. Typical submersible duplex lift station construction and rehabilitation details are provided on in Appendix D & E, respectively, along with pre-final design details for all proposed lift stations. The lift stations have been designed to standardize the system components to the greatest extent possible.

Backup power to all lift stations in the city system, including those within the proposed interceptor project, is provided by three portable generators to provide temporary 240V or 480V power to the lift stations as necessary. The control panels have generator receptacles for connection to the portable generators. The length of time between a power failure and commencement of pumping by emergency equipment is anticipated to be 30 minutes or less.

Gravity sewers in the proposed system will be constructed of PVC gravity sewer pipe and fittings shall conform to ASTM D-3034 (minimum SDR26). All pipe shall be manufactured from clear virgin resin cell classification 12454 conforming to ASTM D1784. Pipe shall conform to ASTM D-3034, SDR 26, PSM, with fittings meeting ASTM D-3034, PVC, and joints meeting ASTM F477, elastomeric gaskets. Alternate equivalents of HDPE pipe will be evaluated and considered.

Force main piping installed by trenching methods will be polyvinyl chloride (PVC) pipe (ASTM D2241, SDR21 (200 psi)) with gasketed joints and flexible elastomeric seals (ASTM D3139).

Force main piping at borings / highway & railroad crossings will be polyvinyl chloride (PVC) pipe (ASTM D2241, SDR21 (200 psi)) with restrained joints and flexible elastomeric seals (ASTM D3139). Alternate equivalents of HDPE pipe will be evaluated and considered.

Force main piping within the lift stations will be ductile iron pipe, with fittings conforming to either ANSI/AWWA C110/A21.10, ANSI/AWWA C115/A21.15, or ANSI/AWWA C153/A21.53. Fittings and accessories will be furnished with either push-on, flanged, or mechanical-type joints in accordance with ANSI/AWWA C111/A21.11.

The number of bends in the force mains will be minimized to reduce friction losses within the force main, by maintaining a straight line design alignment whenever possible.

At this point, the only anticipated bends in the proposed force main, utilizing the revised alternate west to east alignment being considered -- other than those occurring at lift stations, and minor deflections in line to follow existing rights-of-way achievable by normal construction procedures and methods and allowable pipe and joint integrity deflections -- would be 2-45 degree bends at the intersection of Park Street and Lake Drive/43rd St., and a possible 90 degree bend (or 2-45 degree bends) at the intersection of IL 157 and Il Rt 13.

All lift stations will be submersible duplex stations designed to accommodate the peak flows with only one pump running, with the second pump available to provide additional capacity as needed. The size of the force main piping is determined during the design process to ensure that it has adequate downstream capacity to manage the anticipated flows. CIPP lining of the main trunkline, which is occurring now, and which will be continued to the end of the trunkline, past the entry point of the interceptor system, will reduce infiltration into the sanitary sewer system, allowing the interceptor system to operate more efficiently. The trunkline sewer, being the oldest, largest and deepest part of the City sewer system, logically incurs the greatest amount of groundwater infiltration. The trunkline CIPP project currently under way will increase the available capacity of the trunkline by a significant amount, to accommodate the additional flows from the interceptor system. Conversations with American Bottoms WWTP operators indicate that flows to its plant from the Cahokia Heights trunkline increase during times of high river levels and corresponding high groundwater levels by as much as 50%.

All Cahokia Heights lift stations have been re-evaluated to consider the impact on the main trunk line resulting from the new interceptor system. At this time, no changes are anticipated to the existing trunk line, due to the increased capacity being created by the cleaning TV and CIPP work done on the trunkline under the project with the USACE.

That project is now complete, and funding of upper reaches of the trunkline through its northern terminus is being processed by the USACE at this time. In addition, data from a SmartCover flow monitoring device at a manhole on the trunkline, near where the interceptor would enter the system, has been reviewed to help verify flow and capacity calculations.

After receiving data from SmartCover sensor at the manhole on the 15" diameter trunkline where the proposed interceptor was to tie in, indicating 19" avg depth of flow during dry weather, it was determined that the SmartCover equipment measurements did not correlate to field observations from sewer department workers. Field surveys were then conducted to verify the actual flow in the pipe. This work shows an average of 5.6" depth of dry weather flow in the 15" trunkline pipe, confirmed by actual field measurements in 4 manholes between the tie in point and the end of the 15" line (where it enlarges to 18" diameter at Renois Ave.). The actual measurements indicate at least 60% amount of existing free capacity in the trunkline pipe to receive the flow from the interceptor.

However, because this field measured excess capacity was not considered sufficient to support potential future growth with a safety factor, it was determined that the project scope would be revised to extend the interceptor approximately 4000 feet further along IL Rt 157 to the point where the trunkline pipe diameter increases from 15" to 18". This will add one new pump station (at Illinois Route 13 just east of Old Missouri Ave/Illinois Route 157) and approximately 4000 LF of force main, and will provide a safety factor for capacity and allow for additional flows from future growth. The capacity and flow of the existing 18" pipe was confirmed via field measurements in several manholes on the trunkline to be approx. 7 inches of flow, leaving 11 inches, or 60% of excess capacity to receive the interceptor flow. The design process to determine capacity have been finalized and included in the IEPA permit submittals, which are scheduled for the end of August 2025.

The 63rd & Laura and 73rd Street Lift Stations (Pumps Stations #34 and 37 on the list in Appendix A) would require larger capacity pumps and valves to accommodate the increased flow anticipated at these two lift stations, as will the Golden Street station (#64 on the list), which requires larger pumps to pump the greater distance to the new station at 47th St (#76). The revised final alignment will be reflected in the final design for the project.

The City will update its CMOM Program and its approved Illinois EPA Operations and Maintenance Program to include the new lift stations and force mains upon completion of the final design, and again upon completion of construction.

SCHEDULE

It is anticipated that the above activities will be completed during 2025, allowing the construction to begin in early 2026. While there is some timeline uncertainty regarding securing all necessary construction funding, permits, and easements, the proposed preliminary project schedule does anticipate a reasonable amount of time for these activities. Key phases in the schedule are below:

Final Design Phase	February 2025 to January 2026
Construction Phase	January 2026 to December 2028

See milestone schedule included in this report as Appendix F for additional milestones and details. Note that upon completion of milestones for 60% design and for the submission of applications/requests and receipt of same for all right-of-way documents (easements, permits) to enable the construction of the project, the City will provide notification to EPA and IEPA within 10 days of each such event/milestone.

CITY OF CAHOKIA HEIGHTS

SANITARY SEWER SYSTEM

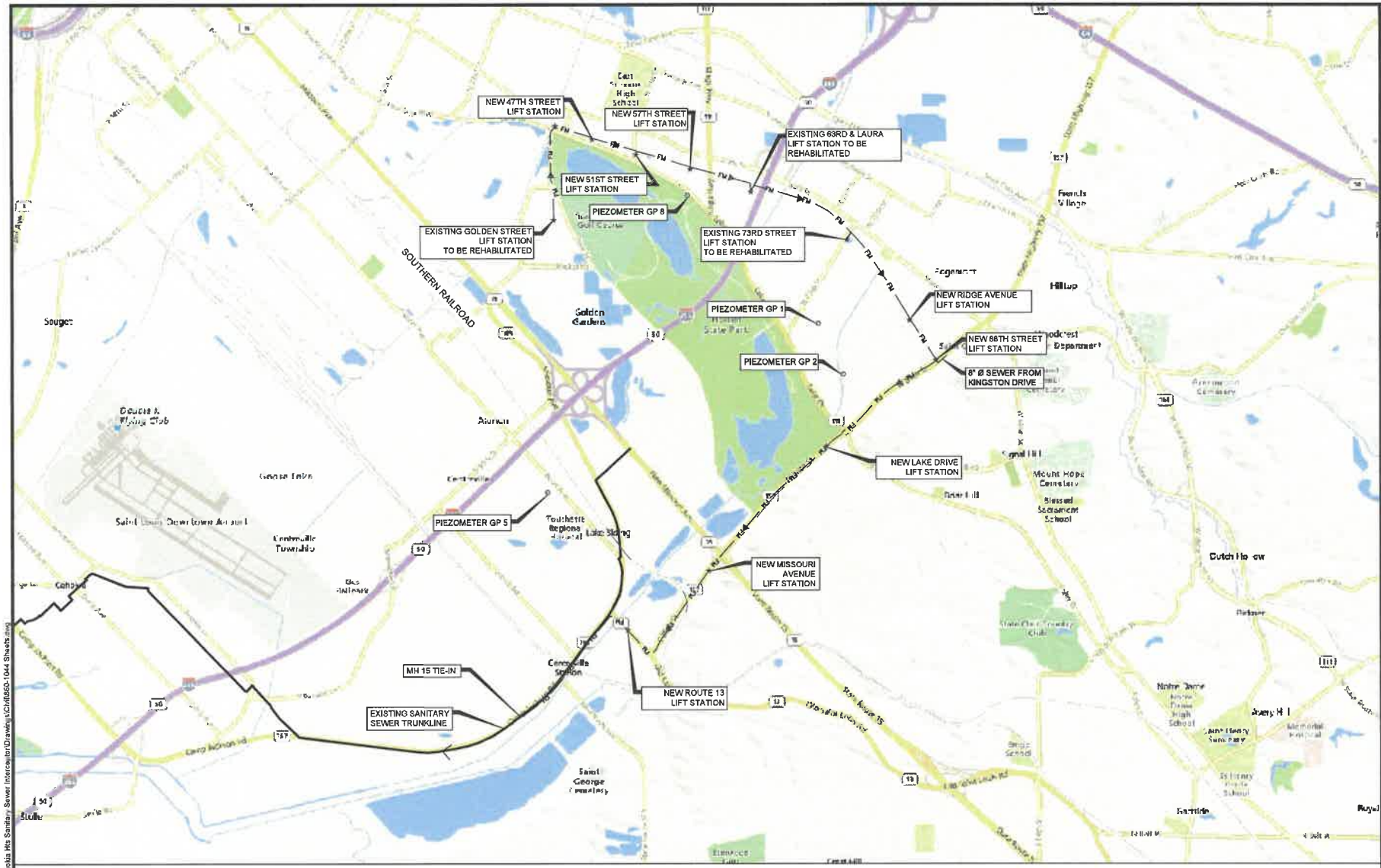
PROPOSED INTERCEPTOR SEWER SYSTEM

PRELIMINARY DESIGN REPORT

APPENDIX A

General Alignment Plan

Lift Station List and Tributary Chart



GENERAL ALIGNMENT PLAN

NO SCALE

NOTE

SEE SPECIFICATION SECTION 01031 FOR PIEZOMETER INFORMATION

WEST INTERCEPTOR SYSTEM
T2N, R9W, 3RD P.M., SECTIONS 20, 21, 22, 27 & 29

EAST INTERCEPTOR SYSTEM
T1N, R9W, 3RD P.M., SECTIONS 3 & 4
T2N, R9W, 3RD P.M., SECTIONS 26, 27, 34 & 35

CITY OF CAHOKIA HEIGHTS
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SIGNATURE

DATE

LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 880-1044

DESIGN:	DRAWN:	CHECK:
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GENERAL ALIGNMENT PLAN

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SHEET 2 OF 49

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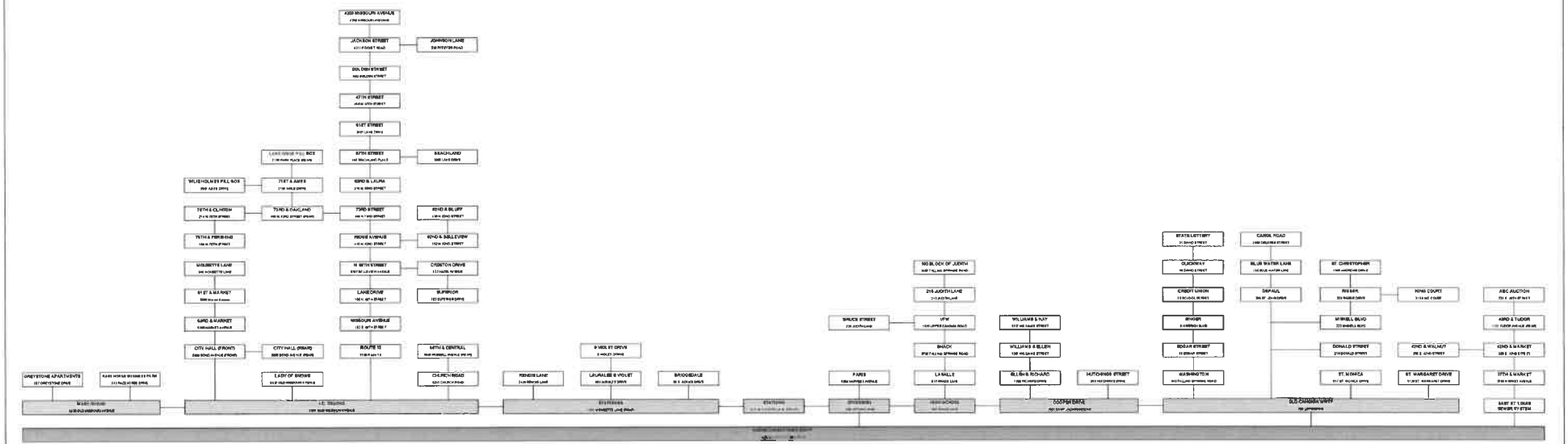
OVERALL LIFT STATION (TRIBUTARY SYSTEM)

8/26/2025

Lift Station No.	Lift Station Name	Location	Feeds into:
1	Cooper Drive	1001 Camp Jackson Road	To Manhole 17 : To Treatment Plant
2	Station 5	2801 Mousette Lane (Front)	69 - Diversion
3	Blue Water Lane	145 Blue Water Lane	4 - Depaul
4	DePaul	305 St. John Drive	To Manhole 2 : To Treatment Plant
5	Donald Street	210 Donald Street	To Manhole 2 : To Treatment Plant
6	Edgar Street	10 Edgar Street	28 - Washington
7	Ellen & Richard	1202 Richard Drive	1 - Cooper Drive
8	215 Judith Lane	215 Judith Lane	24 - VFW
9	LaSalle	617 Range Lane	68 - High School Station
10	Miskell Blvd.	222 Miskell Blvd.	To Manhole 2 : To Treatment Plant
11	Shack	3702 Falling Springs Road	9 - LaSalle
12	Station 5A	2801 Mousette Lane (Rear)	2 - Station 5
13	Bruce Street	235 Judith Lane	24 - VFW
14	Carol Road	2000 Delores Street	3 - Blue Water Lane
15	Singer	9 Hissrich Blvd.	6 - Edgar Street
16	Hutchings Street	215 Hutchings Drive	1 - Cooper Drive
17	100 Block of Judith	3407 Falling Springs Road	8 - 215 Judith Lane
18	St. Margaret Drive	1120 St. Margaret Drive	To Manhole 50 : To Treatment Plant
19	Credit Union	10 School Street	15 - Singer
20	Quickway	10 David Street	19 - Credit Union
21	State Lottery	11 David Street	20 - Quickway
22	St. Christopher	1500 Andrews Drive	26 - Rieber
23	Williams & Ellen	1201 Williams Street	7 - Ellen & Richard
24	VFW	1511 Upper Cahokia Road	11 - Shack
25	Paris	1804 Harvest Avenue	69 - Diversion
26	Rieber	333 Rieber Drive	10 - Miskell Blvd
27	Williams & Kay	1227 Williams Street	23 - William & Ellen
28	Washington	440 Falling Springs Road	To Manhole 8 : To Treatment Plant
29	King Court	315 King Court	26 - Rieber
30	St. Monica	817 St. Monica Drive	To Manhole 77 : To Treatment Plant
31	9 Violet	9 Violet Drive	51 - Lauralee & Violet
32	51st & Market	5008 Market Avenue	33 - 53rd & Market
33	53rd & Market	5300 Market Avenue	44 - City Hall (Front)
34	63rd & Laura (WI5)	339 N. 63rd Street	37 - 73rd Street (EI6)
35	71st & Ames	7101 Ames Drive	36 - 73rd & Oakland
36	73rd & Oakland	456 N. 73rd Street (Rear)	37 - 73rd Street (EI6)
37	73rd Street (EI6)	490 N. 73rd Street	71 - Ridge Avenue (EI7)
38	75th & Clinton	214 N. 75th Street	36 - 73rd & Oakland
39	75th & Pershing	100 N. 75th Street	38 - 75th & Clinton
40	82nd & Belleview	352 N. 82nd Street	71 - Ridge Avenue (EI7)
41	82nd & Bluff	320 N. 82nd Street	40 - 82nd & Belleview
42	Beachland	5651 Lake Drive	74 - 57th Street (WI4)

43	Bridgedale	36 E. Adams Drive	12 - Station 5A
44	City Hall (Front)	5800 Bond Avenue (Front)	48 - I.C. Tracks
45	City Hall (Rear)	5800 Bond Avenue (Rear)	44 - City Hall (Front)
46	Creston Drive	122 Hazel Avenue	72 - N. 88th Street (EI8)
47	Greystone Apartments	107 Greystone Drive	52 - Mary Ryans
48	I.C. Tracks	7601 Old Missouri Avenue	12 - Station 5A
49	Lady of Snows	6927 Old Missouri Avenue	48 - I.C. Tracks
50	Lake Drive Pill Box	7100 Park Place (Rear)	35 - 71st & Ames
51	Lauralee & Violet	80 Lauralee Drive	12 - Station 5A
52	Mary Ryans	5800 Old Missouri Avenue	48 - I.C. Tracks
53	Mousette Lane	540 Mousette Lane	32 - 51st & Market
54	Superior	102 Superior Drive	46 - Creston Drive
55	Willie Holmes Pill Box	6951 Ames Drive (Near Elm Street)	35 - 71st & Ames
56	42nd & Walnut	208 S. 42nd Street	58 - 42nd & Market
57	4200 Missouri Avenue	4200 Missouri Ave.	61 - Jackson Street
58	42nd & Market	500 S. 42nd Street	59 - 37th & Market
59	37th & Market	3705 Market Avenue	To MH 38 : To East St. Louis
60	43rd &Tudor	4300 Tudor Avenue (Rear)	58 - 42nd & Market
61	Jackson Street	4211 Pocket Road	64 - Golden Street (WI1)
62	Johnson Lane	239 Pfeiffer Road	61 - Jackson Street
63	ABC Auction	721 S. 45th Street	60 - 43rd & Tudor
64	Golden Street (WI1)	602 Golden Street	76 - 47th Street (WI2)
65	Racehorse Business Park	143 Racehorse Drive	52 - Mary Ryans
66	56th & Central	5601 Russell Avenue (Rear)	67 - Church Road
67	Church Road	6211 Church Road	48 - I.C. Tracks
68	High School Station	800 Range Lane	1 - Cooper Drive
69	Diversion	1689 Jerome Lane	68 - High School Station
70	Renois Lane	2428 Renois Lane	12 - Station 5A
71	Ridge Avenue (EI7)	435 N, 83rd Street	72 - N. 88th Street (EI8)
72	N. 88th Street (EI8)	8707 Belleview Avenue	73 - Lake Drive (EI8'A')
73	Lake Drive (EI8'A')	100 N. 88th Street	77 - Missouri Avenue (EI8'B')
74	57th Street (WI4)	440 Beachland Place	34 - 63rd & Laura (WI5)
75	51st Street (WI3)	5101 Lake Drive	74 - 57th Street (WI4)
76	47th Street (WI2)	460 N. 47th Street	75 - 51st Street (WI3)
77	Missouri Avenue (EI8'B')	122 S. 88th Street	78 - Route 13 (EI8'C')
78	Route 13 (EI8'C')	7709 Route 13	To Manhole 15 - Trunkline

CAHOKIA HEIGHTS LIFT STATION FLOW CHART



LIFT STATION NAME
LIFT STATION LOCATION

NEW INTERCEPTOR
LIFT STATION

CAHOKIA HEIGHTS
MAIN TRUNK LINE

CITY OF CAHOKIA HEIGHTS

SANITARY SEWER SYSTEM

PROPOSED INTERCEPTOR SEWER SYSTEM

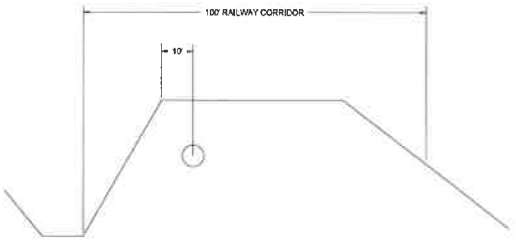
PRELIMINARY DESIGN REPORT

APPENDIX B

Route Alignment Plan Sheets

(in progress of final design)

SEE SHEET 29 FOR CONTINUATION



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CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
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EAST INTERCEPTOR
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5
SHEET 5 OF 49

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6
SHEET 6 OF 49

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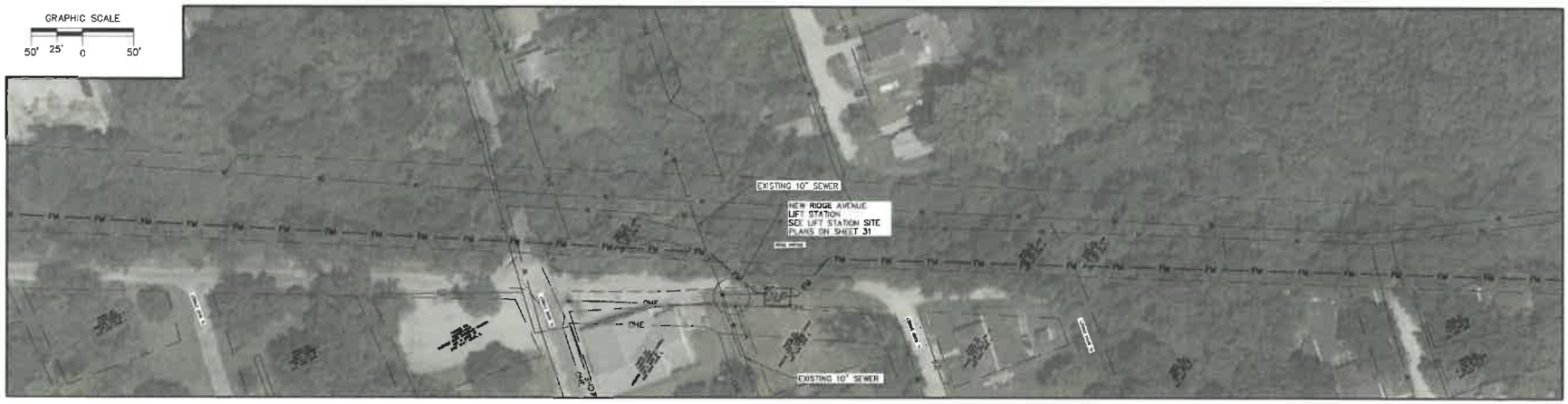

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7
SHEET 7 OF 49

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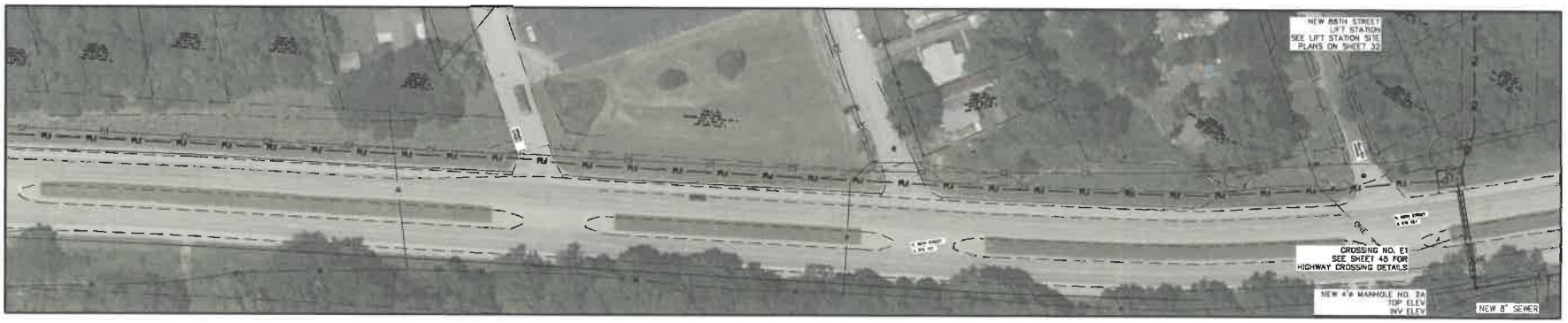
8
SHEET 8 OF 49

GRAPHIC SCALE

50' 25' 0 50'



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SHEET 9 OF 49

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GRAPHIC SCALE

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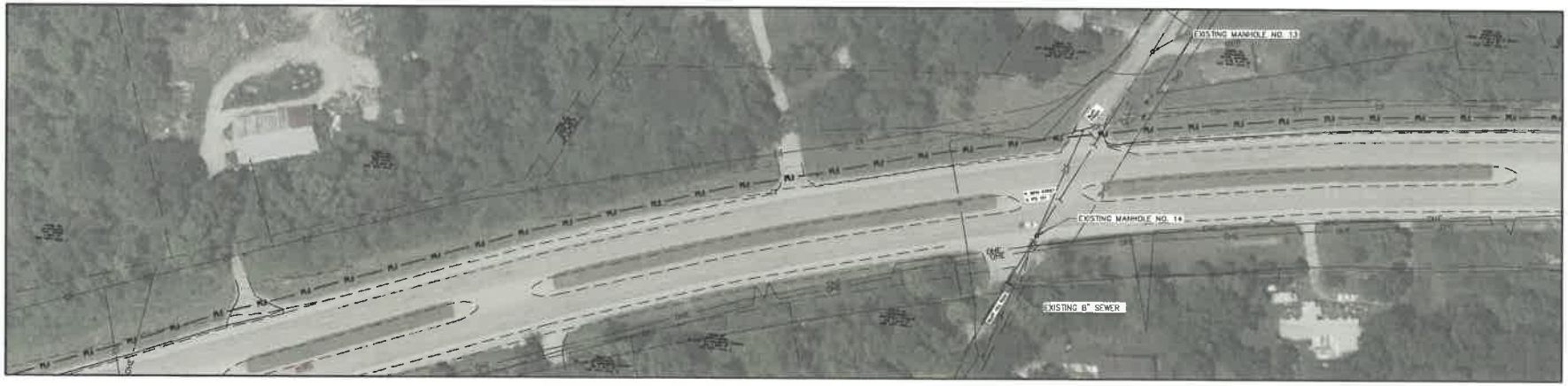

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10
SHEET 10 OF 49

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GRAPHIC SCALE

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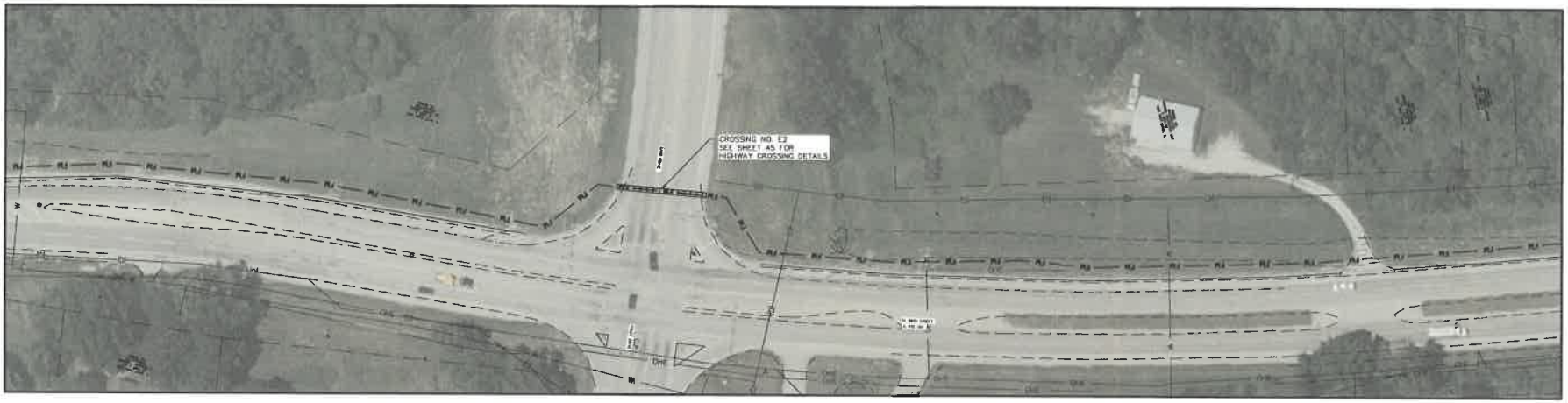

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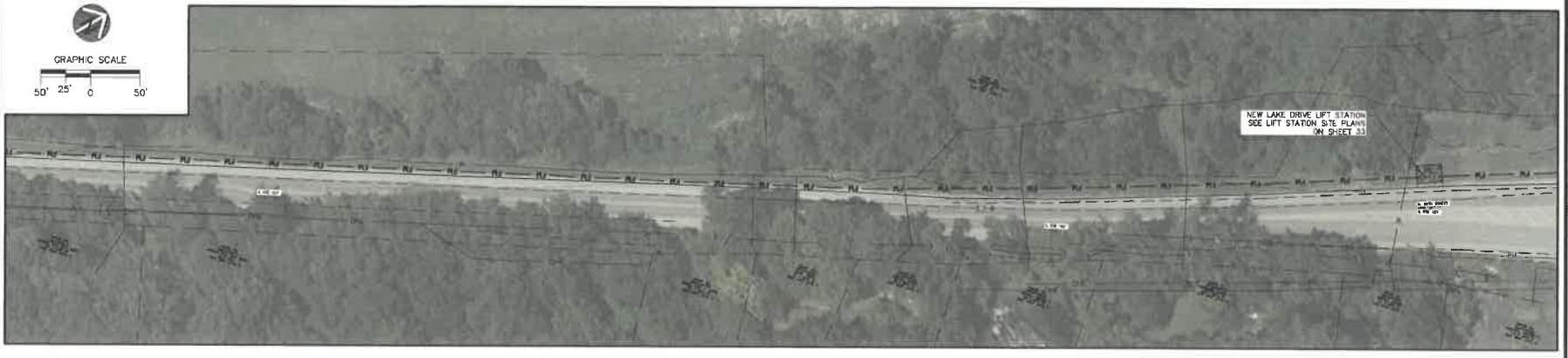

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12
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GRAPHIC SCALE

50' 25' 0 50'

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13
SHEET 13 OF 49

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14
SHEET 14 OF 49

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GRAPHIC SCALE

50' 25' 0 50'

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EAST INTERCEPTOR
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STA X+XX TO STA X+XX

15
SHEET 15 OF 49

GRAPHIC SCALE

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16
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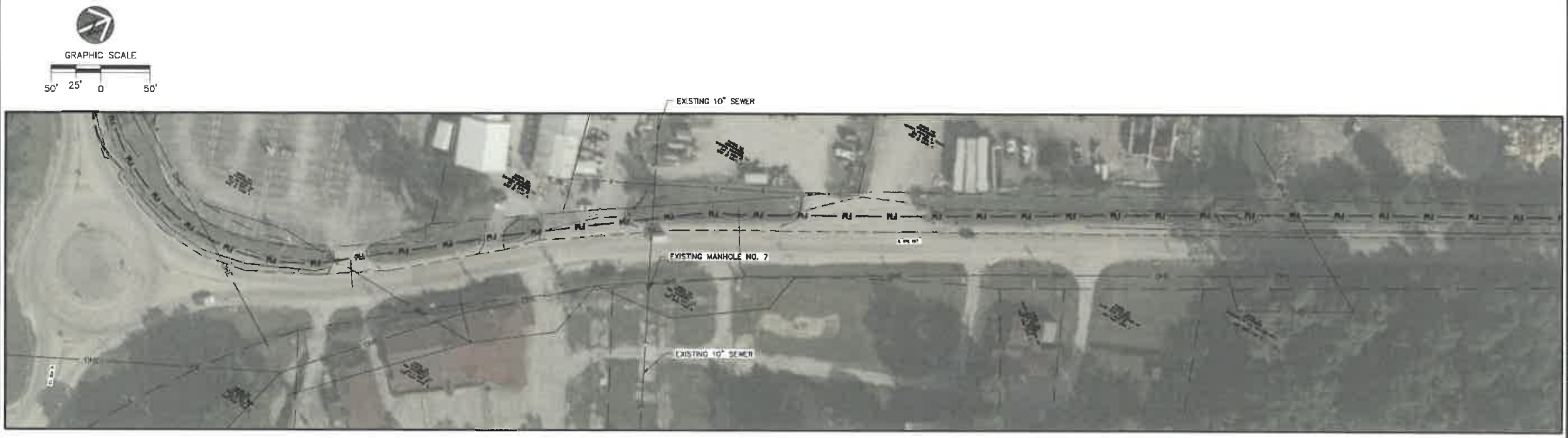

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17
SHEET 17 OF 49

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GRAPHIC SCALE
50' 25' 0 50'

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GRAPHIC SCALE

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19
SHEET 19 OF 49

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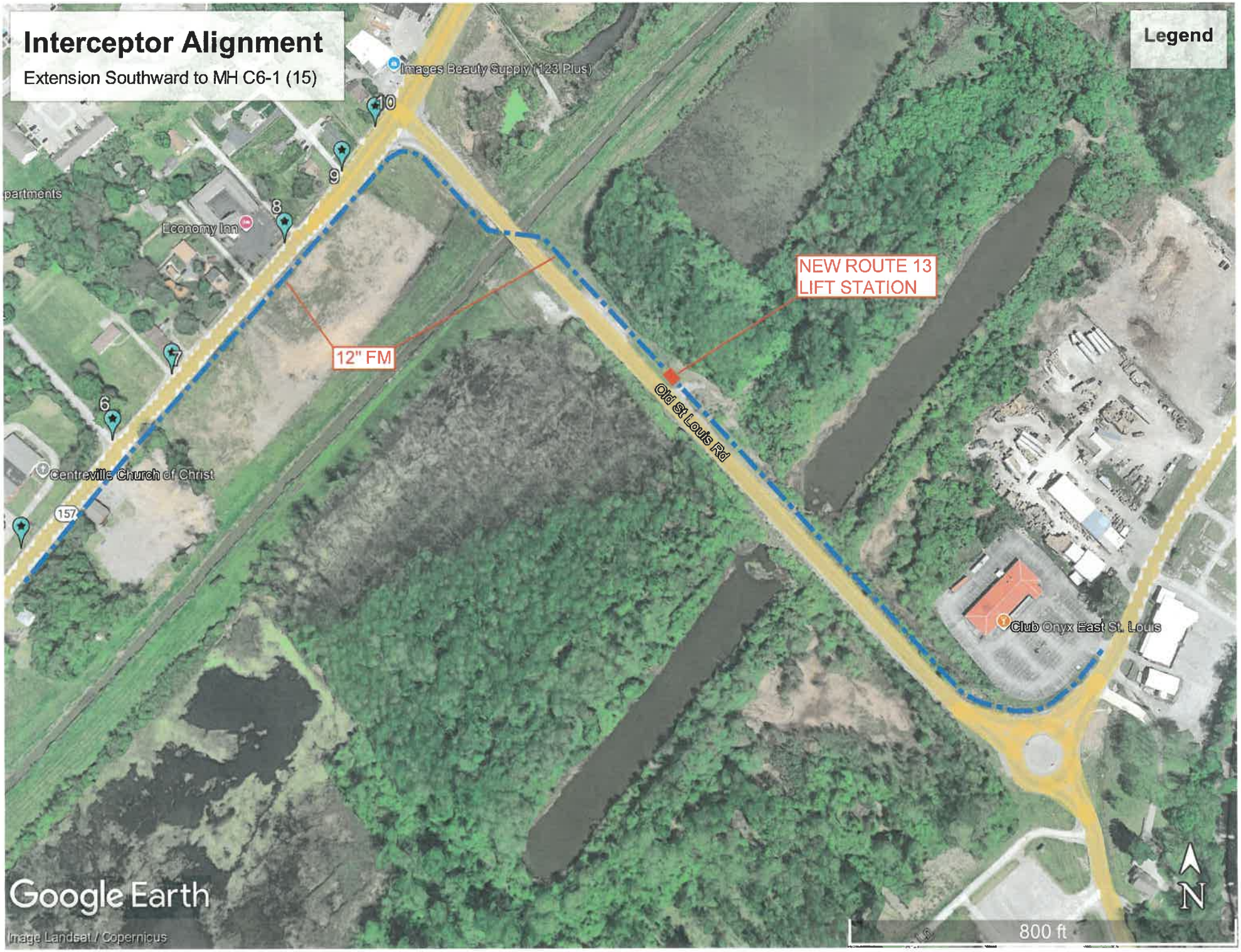
Interceptor Alignment
Extension Southward to MH C6-1 (15)
Legend
Images Beauty Supply (123 Plus)
Economy Inn
10
9
8
7
6
12" FM
NEW ROUTE 13
LIFT STATION
Old St Louis Rd
Centreville Church of Christ
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Club Onyx East St. Louis
Google Earth
Image Landsat / Copernicus
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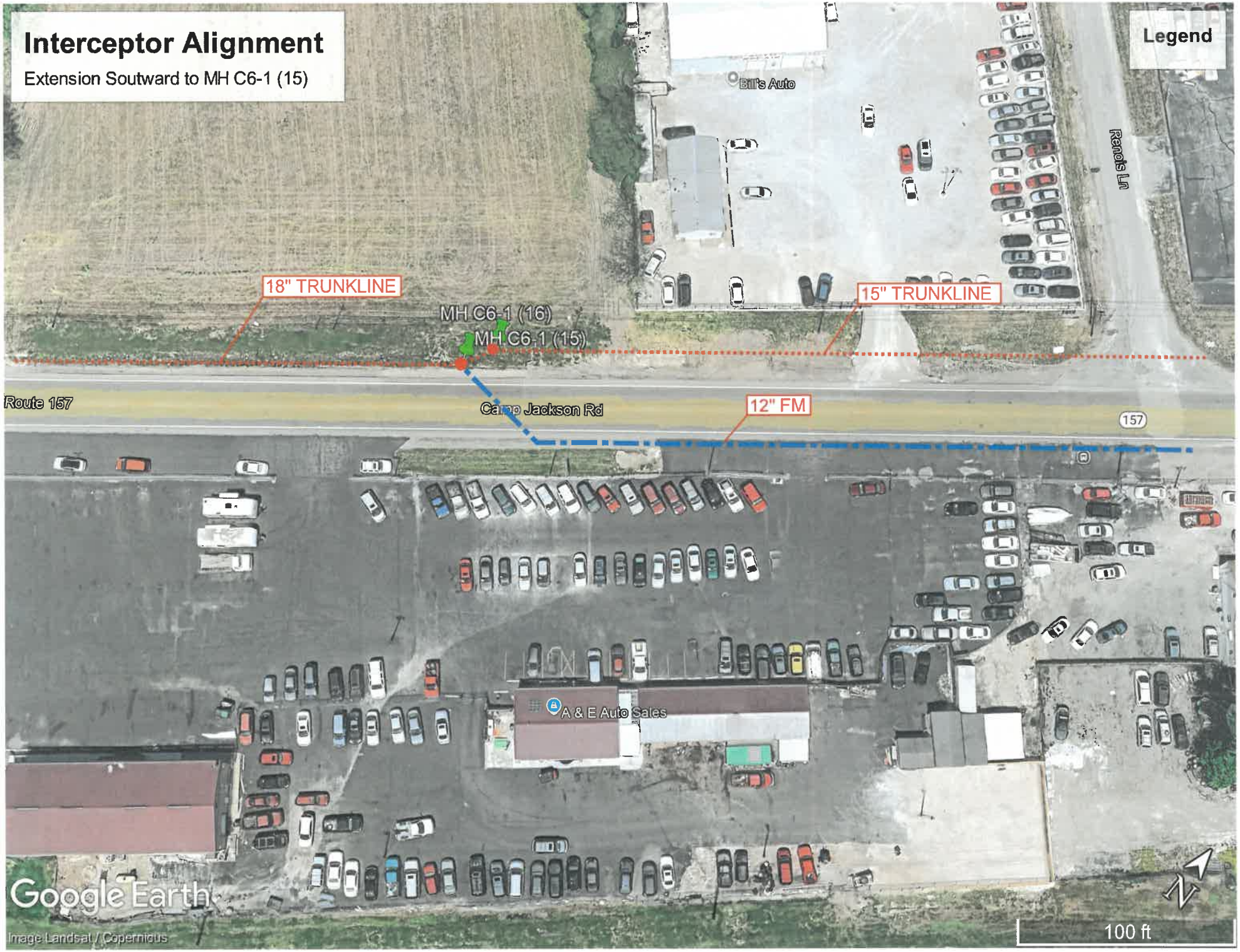
Interceptor Alignment
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Renois Ln
18" TRUNKLINE
MH C6-1 (16)
MH C6-1 (15)
15" TRUNKLINE
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12" FM
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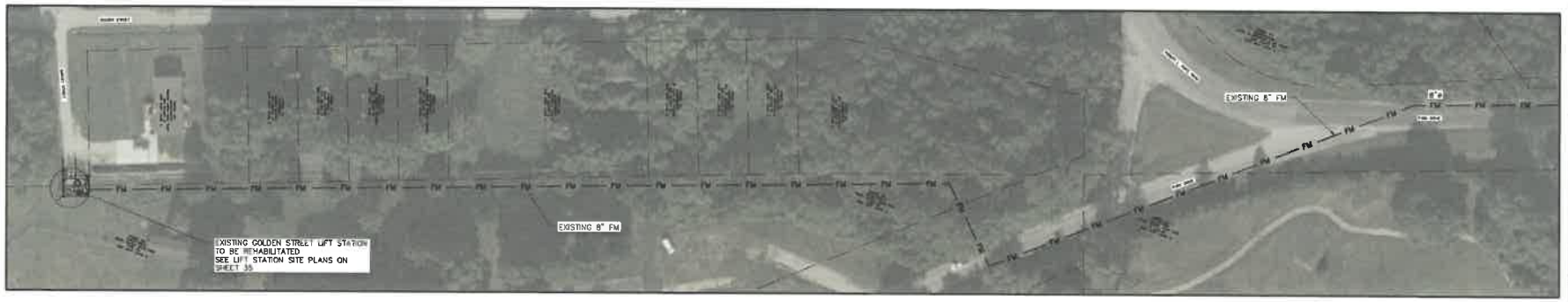
Google Earth
Image Landsat / Copernicus
100 ft

GRAPHIC SCALE

50' 25' 0 50'



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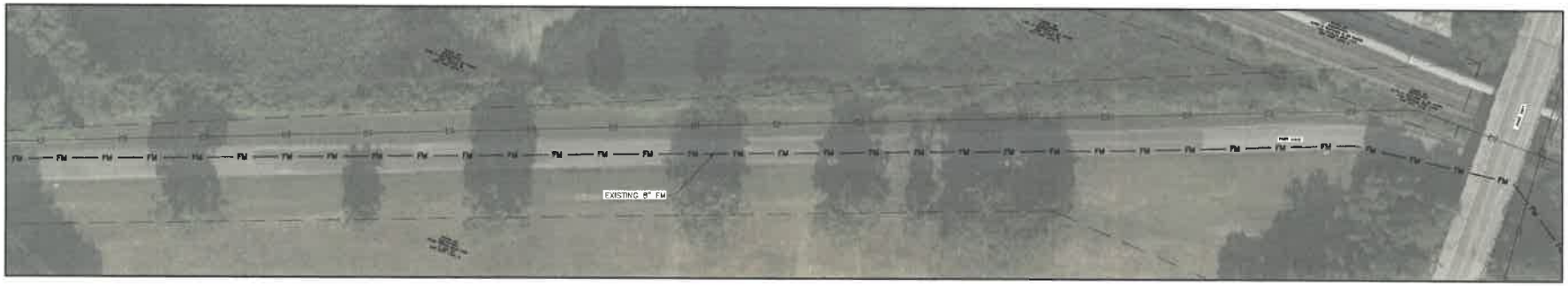

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21
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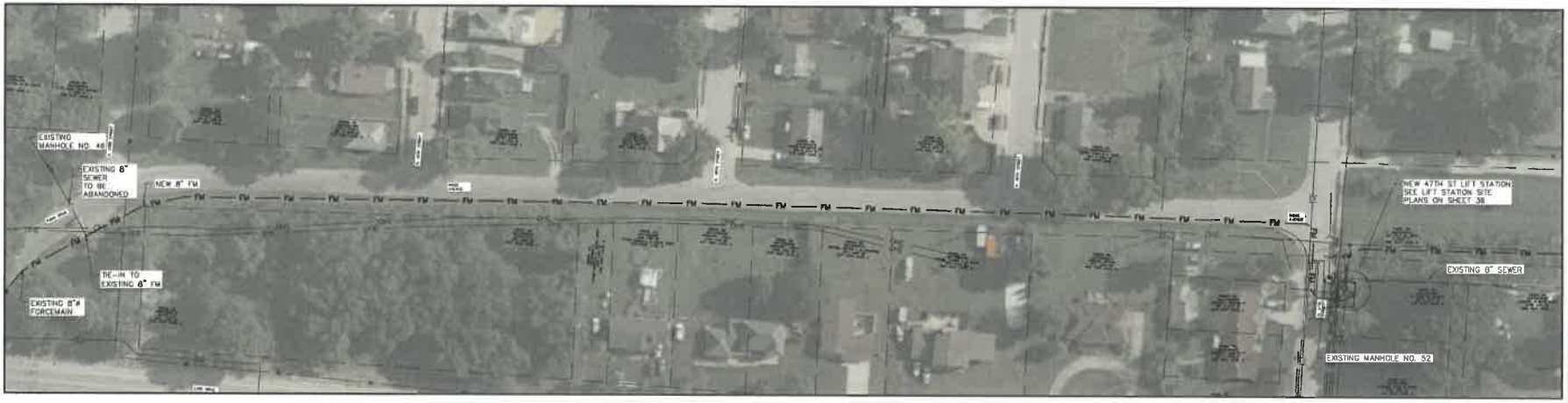

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GRAPHIC SCALE

50' 25' 0 50'

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GRAPHIC SCALE

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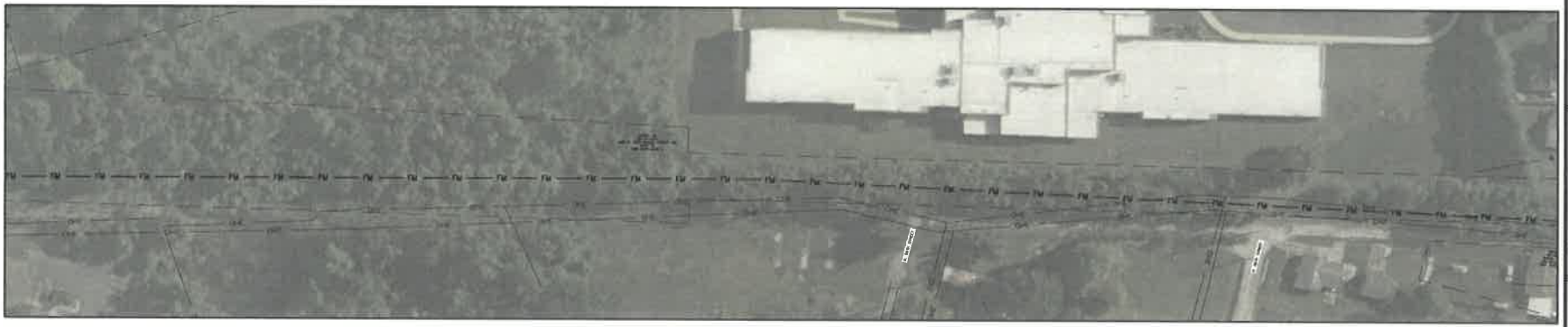

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DATE

LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 850-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

WEST INTERCEPTOR
PLAN AND PROFILE
STA X+XX TO STA X+XX

24
SHEET 24 OF 49

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GRAPHIC SCALE

50' 25' 0 50'

Hurst-Rosche, Inc.
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DATE

LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

WEST INTERCEPTOR
PLAN AND PROFILE
STA X+XX TO STA X+XX

25
SHEET 25 OF 49

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GRAPHIC SCALE

50' 25' 0 50'

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LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

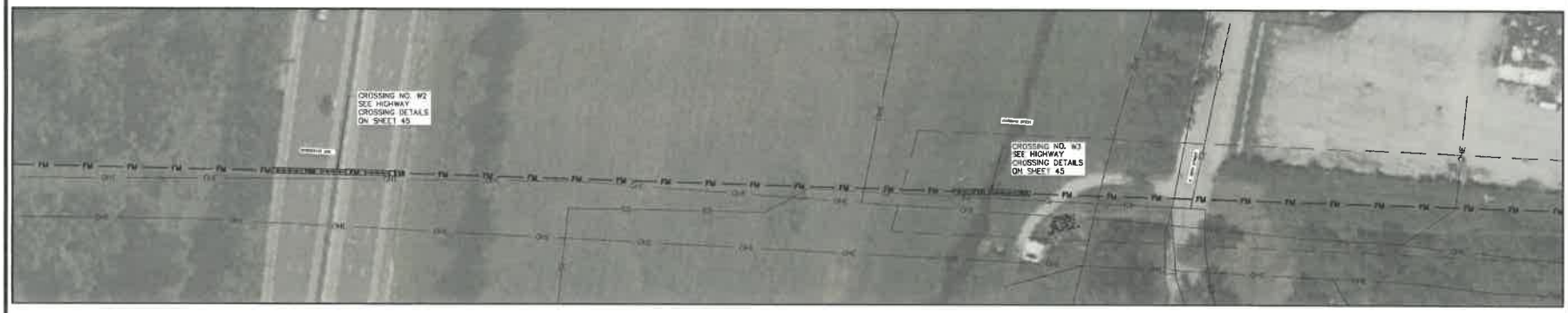
WEST INTERCEPTOR
PLAN AND PROFILE
STA X+XX TO STA X+XX

26
SHEET 26 OF 49

X:\Projects\Current\860-1044 Cahokia Hts Sanitary Sewer Interceptor\Drawings\Civil\Sewer PnP Import from 860-0683\SPnP\1660-1044 PnP Sheets.dwg

GRAPHIC SCALE

50' 25' 0 50'



Hursi-Rosche, Inc.
PROFESSIONAL DESIGN FIRM: 184-005256
NO. 5 BANK SQUARE
EAST ST. LOUIS, IL
PH: 618.398.0680
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LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

WEST INTERCEPTOR
PLAN AND PROFILE
STA X+XX STA X+XX

27
SHEET 27 OF 49

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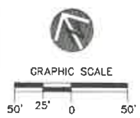

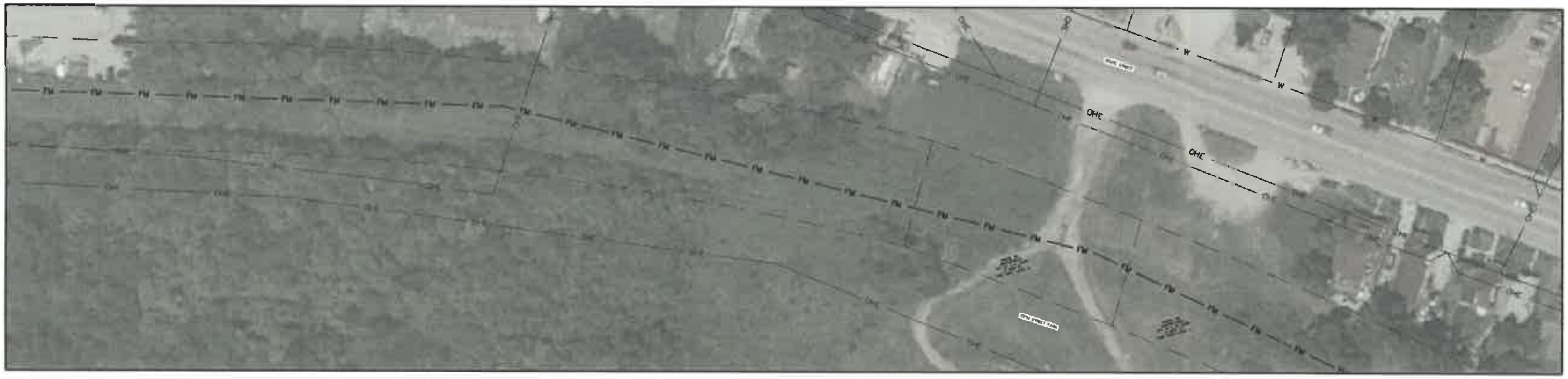

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DATE
LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

WEST INTERCEPTOR
PLAN AND PROFILE
STA X+XX STA X+XX

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GRAPHIC SCALE

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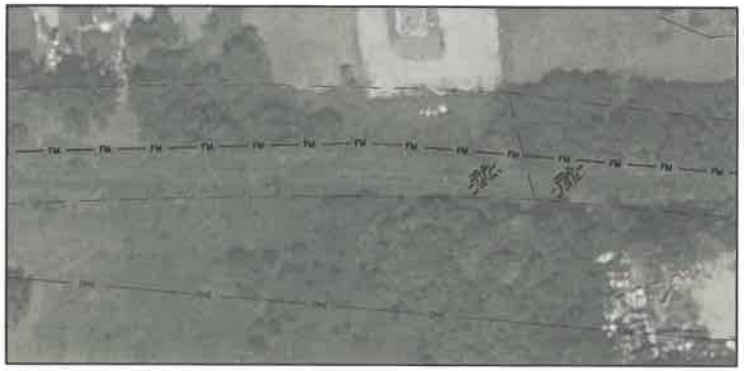

SEE SHEET 5 FOR CONTINUATION

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SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

WEST INTERCEPTOR
PLAN AND PROFILE
STA X+XX STA X+XX

29
SHEET 29 OF 49

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CITY OF CAHOKIA HEIGHTS

SANITARY SEWER SYSTEM

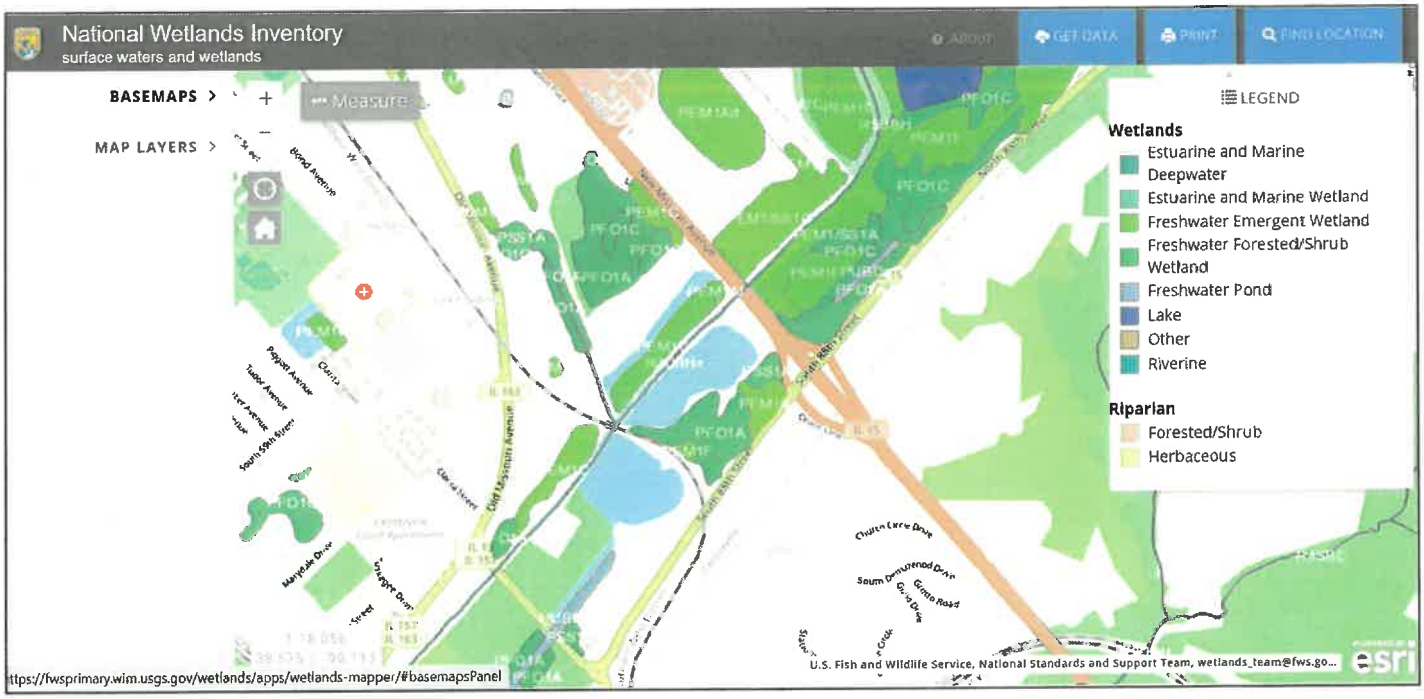
PROPOSED INTERCEPTOR SEWER SYSTEM

PRELIMINARY DESIGN REPORT

APPENDIX C

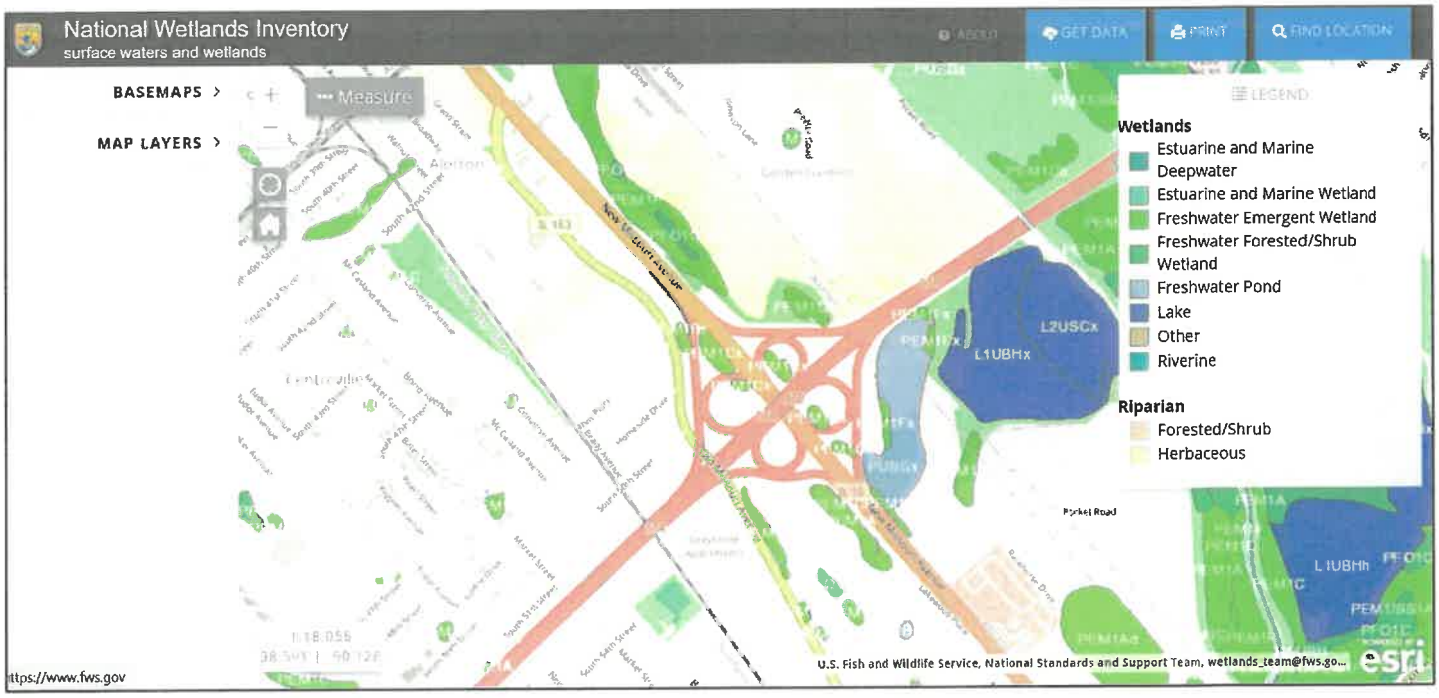
Waterways and Wetlands Maps

NORTHEAST SECTION



SOUTHEAST SECTION

NORTHWEST SECTION



SOUTHWEST SECTION

U.S. Fish and Wildlife Service

National Wetlands Inventory

Interceptor Wetlands Map EI-1

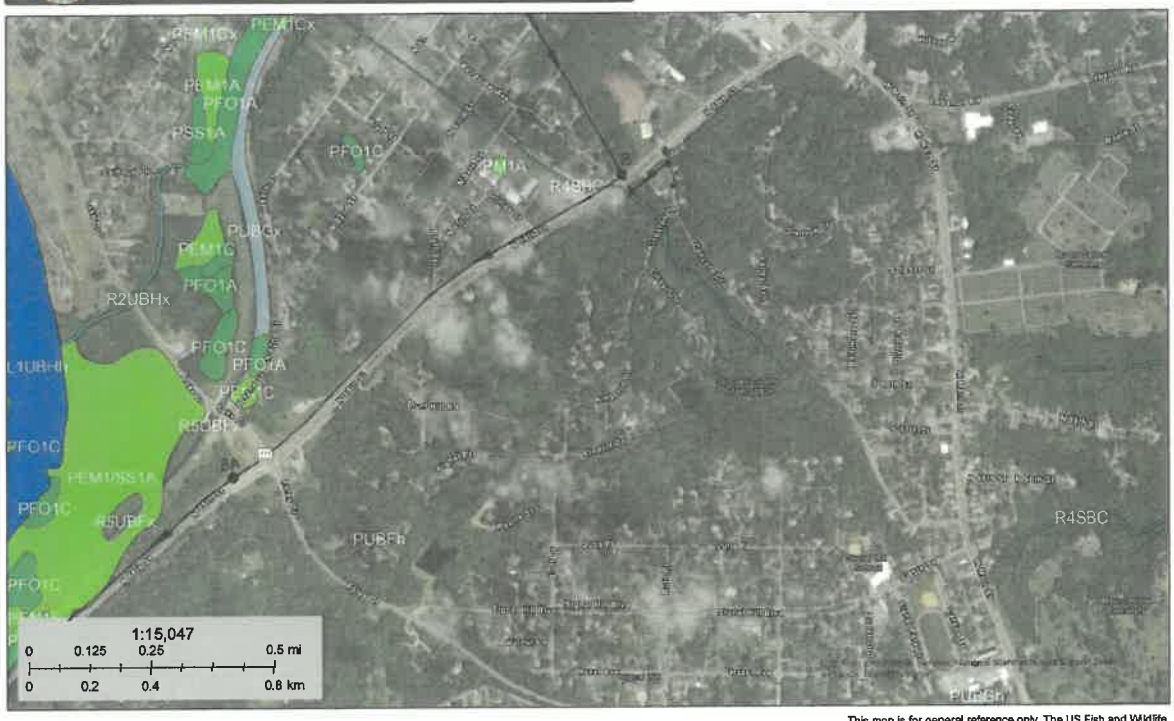
March 7, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

U.S. Fish and Wildlife Service
National Wetlands Inventory

Interceptor Wetlands Map EI-2



March 7, 2025

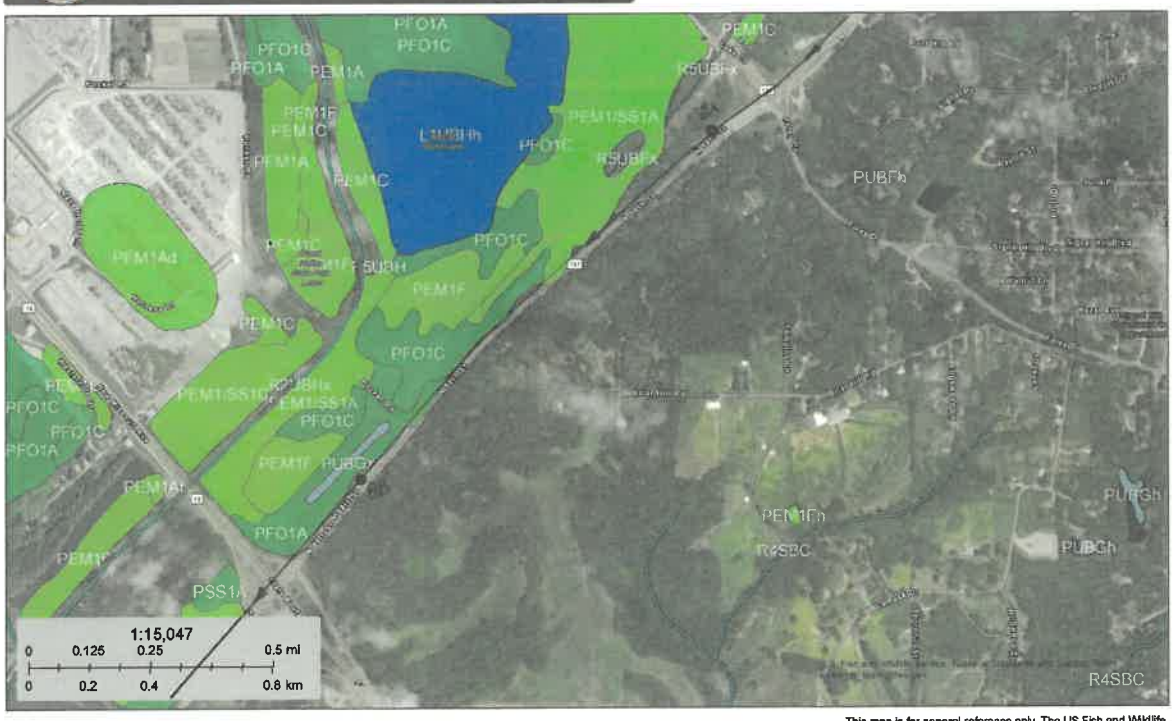
Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

U.S. Fish and Wildlife Service

National Wetlands Inventory

Interceptor Wetlands Map EI-3



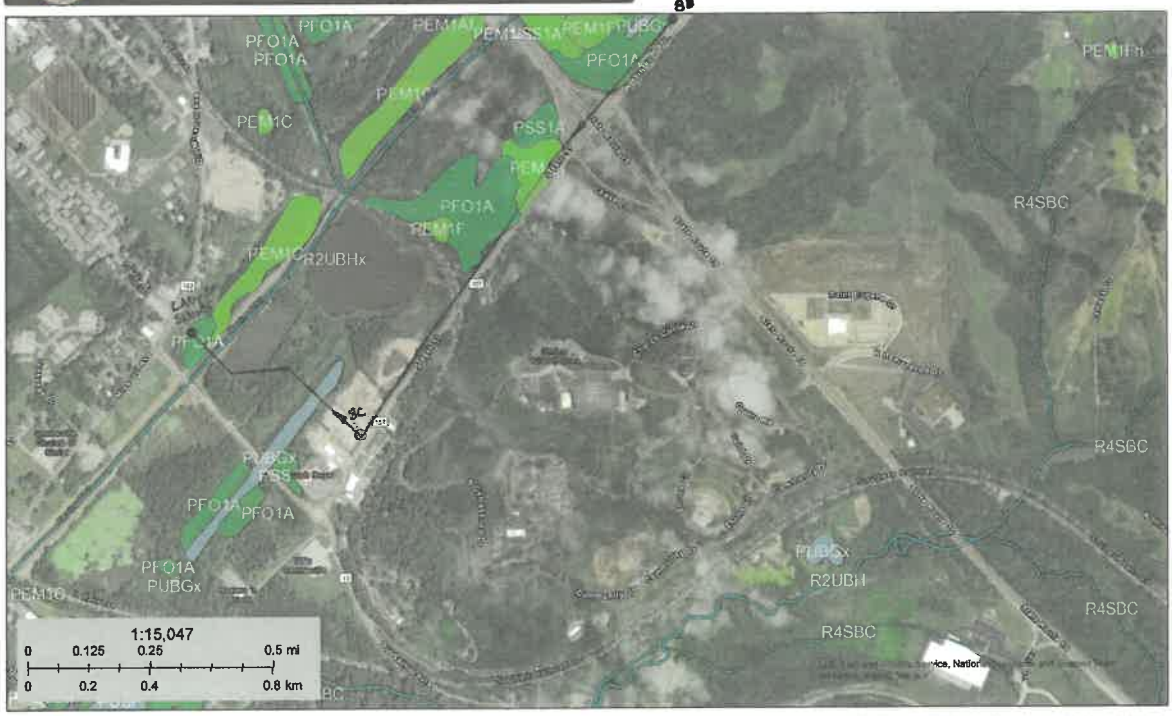
March 7, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

U.S. Fish and Wildlife Service
National Wetlands Inventory

Interceptor Wetlands Map EI-4



March 7, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

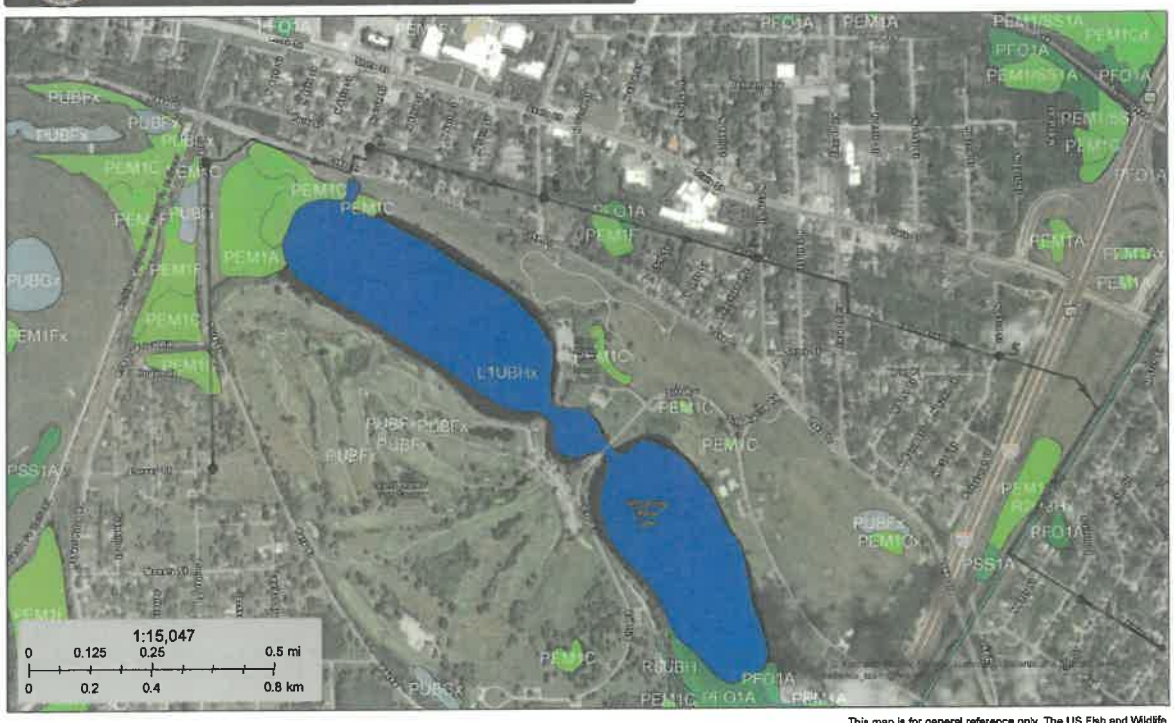
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

U.S. Fish and Wildlife Service

National Wetlands Inventory

Interceptor Wetlands Map WI-1



March 10, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

CITY OF CAHOKIA HEIGHTS

SANITARY SEWER SYSTEM

PROPOSED INTERCEPTOR SEWER SYSTEM

PRELIMINARY DESIGN REPORT

APPENDIX D

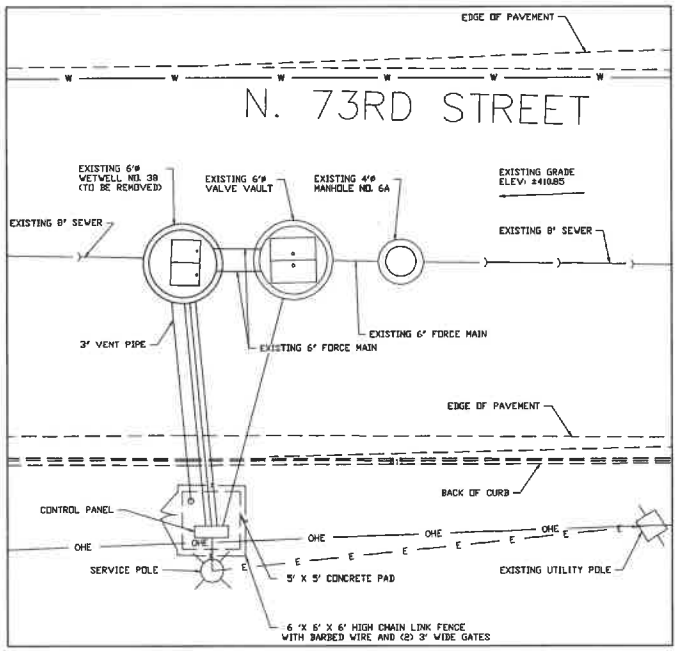
Lift Station Rehabilitation and Construction Details

GENERAL NOTES:

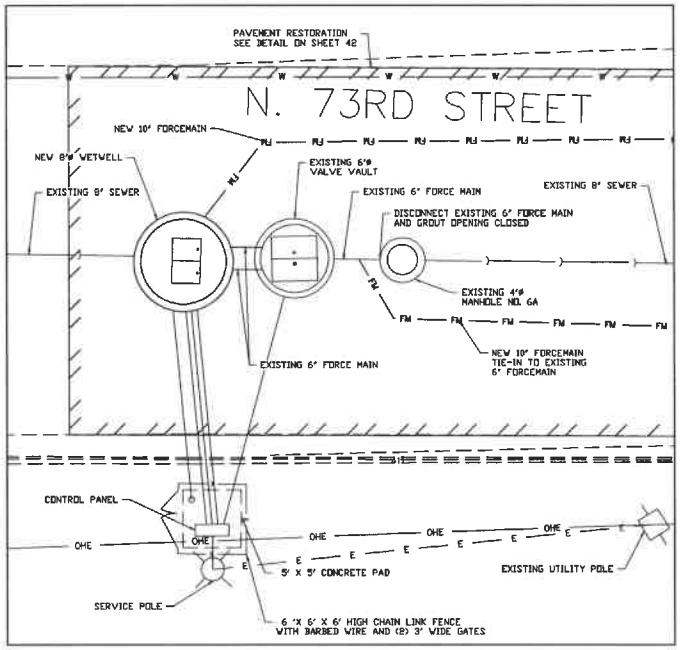
1. REHABILITATE THE EXISTING SUBMERSIBLE DUPLEX LIFT STATION AT 73RD STREET, INCLUDING REMOVAL AND REPLACEMENT OF THE LIFT STATION PUMPS, LIFT CABLES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, AND WETWELL, INCLUDING WETWELL LID AND ACCESS HATCH, ALONG WITH CONTROL PANEL UPGRADES, INCLUDING INSTALLATION OF A NEW SCADA SYSTEM, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION REHABILITATION DETAILS ON SHEET 41.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

GRAPHIC SCALE

5' 2.5' 0 5'



EXISTING SITE PLAN
SCALE 1"=5'



SEE SHEET 5 FOR 73RD STREET LIFT STATION PLAN AND PROFILE INFORMATION

PROPOSED SITE PLAN
SCALE 1"=5'

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SIGNATURE
DATE
LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

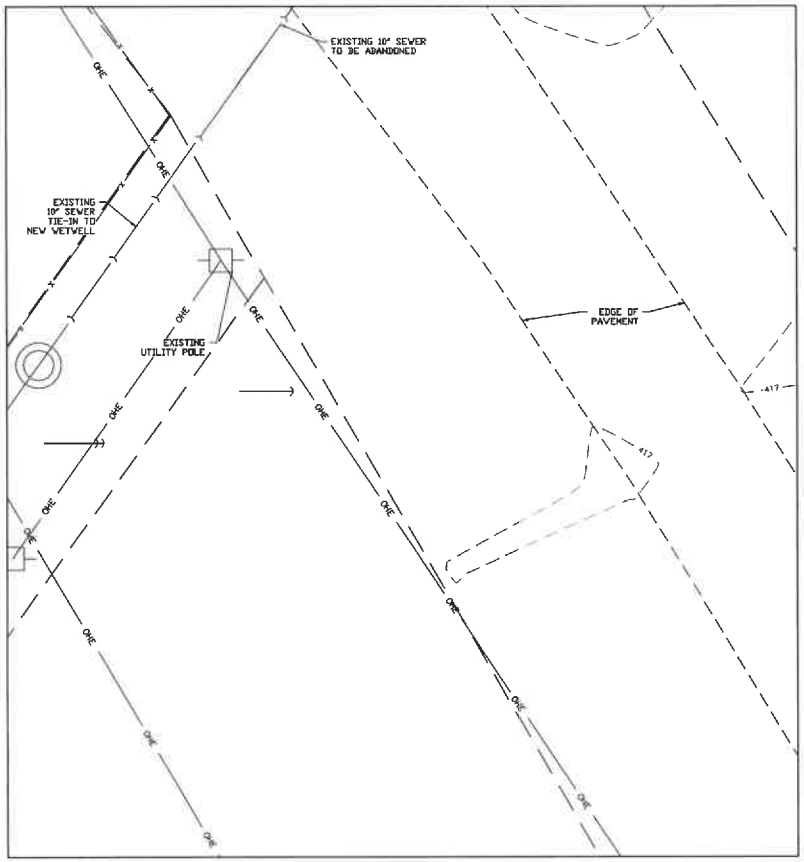
73RD STREET
LIFT STATION
SITE PLANS

X:\Projects\Current\860-1044 Cahokia Hts Sanitary Sewer Interceptor\Drawings\Civil\860-1044 Sheets.dwg

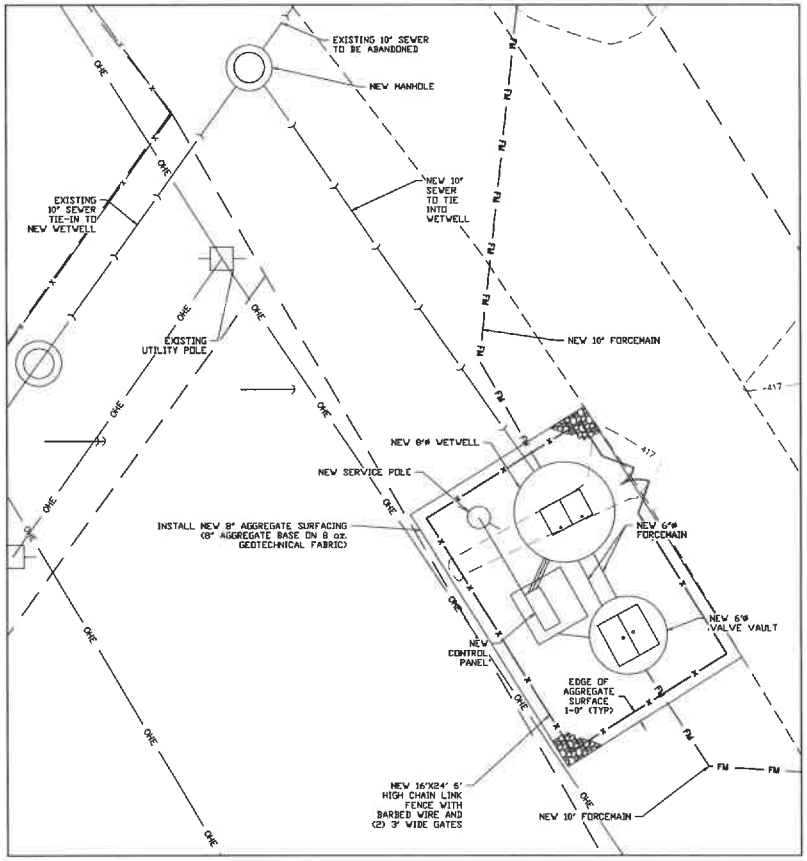
GENERAL NOTES:

1. CONSTRUCT A NEW SUBMERSIBLE DUPLEX LIFT STATION AT RIDGE AVENUE, INCLUDING NEW LIFT STATION PUMPS, CONTROL PANEL, SCADA SYSTEM, VALVES, PRESSURE GAUGE, GUIDE BARS, FLOAT SWITCHES, LIFT CABLES, DISCONNECT SWITCHES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, WETWELL, VALVE VAULT, ACCESS HATCHES, AND FENCING, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION CONSTRUCTION DETAILS ON SHEET 40.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

GRAPHIC SCALE
5' 2.5' 0 5'



EXISTING SITE PLAN
SCALE 1"=5'



PROPOSED SITE PLAN
SCALE 1"=5'

SEE SHEET 7 FOR RIDGE AVENUE LIFT STATION PLAN AND PROFILE INFORMATION

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SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 660-1044

DESIGN:	DRAWN:	CHECK:
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RIDGE AVENUE
LIFT STATION
SITE PLANS

31
SHEET 31 OF 49

X:\Projects\Current\660-1044 Cahokia Hts Sanitary Sewer Interceptor\Drawings\Civil\660-1044 Sheets.dwg

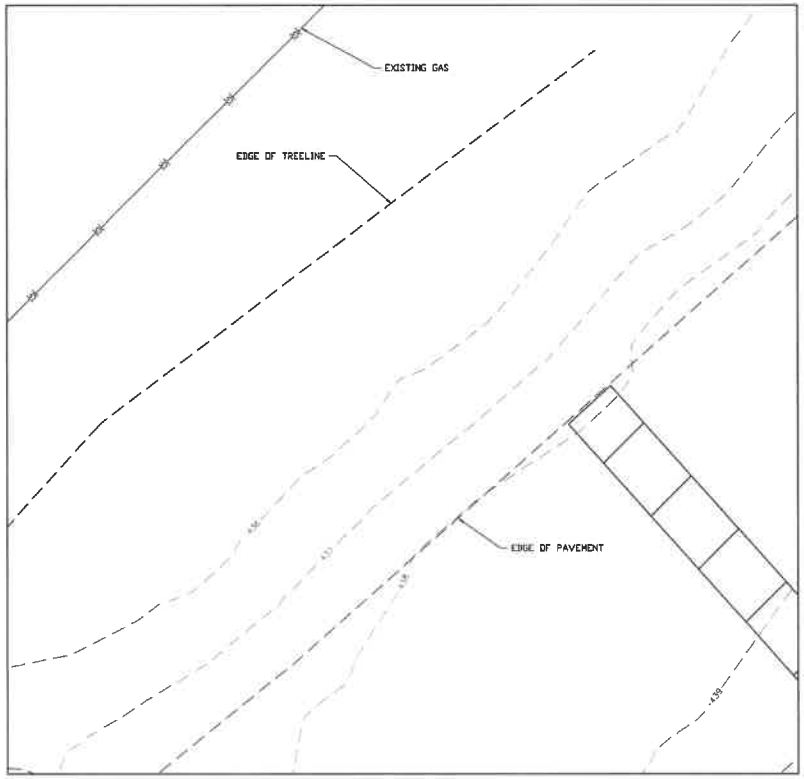
GENERAL NOTES:

1. CONSTRUCT A NEW SUBMERSIBLE DUPLEX LIFT STATION AT 88TH STREET, INCLUDING NEW LIFT STATION PUMPS, CONTROL PANEL, SCADA SYSTEM, VALVES, PRESSURE GAUGE, GUIDE BARS, FLOAT SWITCHES, LIFT CABLES, DISCONNECT SWITCHES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, WETWELL, VALVE VAULT, ACCESS HATCHES, AND FENCING, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION CONSTRUCTION DETAILS ON SHEET 40.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

N

GRAPHIC SCALE

5' 2.5' 0 5'



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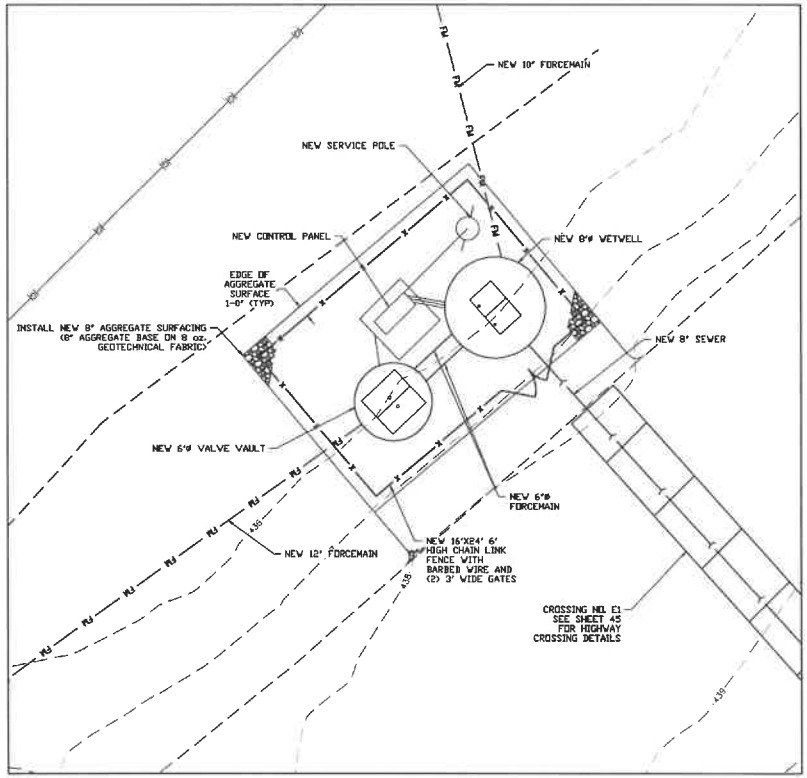

PROPOSED SITE PLAN
SCALE 1"=5'

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SIGNATURE

DATE

LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 550-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

88TH STREET
LIFT STATION
SITE PLANS

32
SHEET 32 OF 49

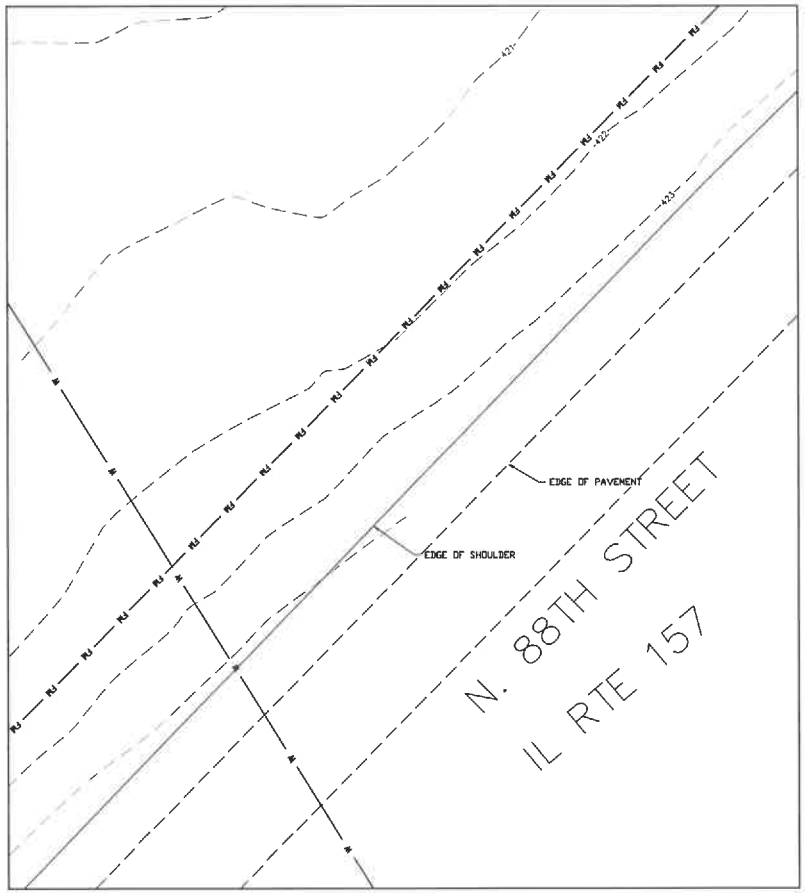
X:\Projects\Current\550-1044 Cahokia Hts Sanitary Sewer Interceptor\Drawings\Civil\550-1044 Sheets.dwg

GENERAL NOTES:

1. CONSTRUCT A NEW SUBMERSIBLE DUPLEX LIFT STATION AT LAKE DRIVE, INCLUDING NEW LIFT STATION PUMPS, CONTROL PANEL, SCADA SYSTEM, VALVES, PRESSURE GAUGE, GUIDE BARS, FLOAT SWITCHES, LIFT CABLES, DISCONNECT SWITCHES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, WETWELL, VALVE VAULT, ACCESS HATCHES, AND FENCING, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION CONSTRUCTION DETAILS ON SHEET 40.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

GRAPHIC SCALE

5' 2.5' 0 5'



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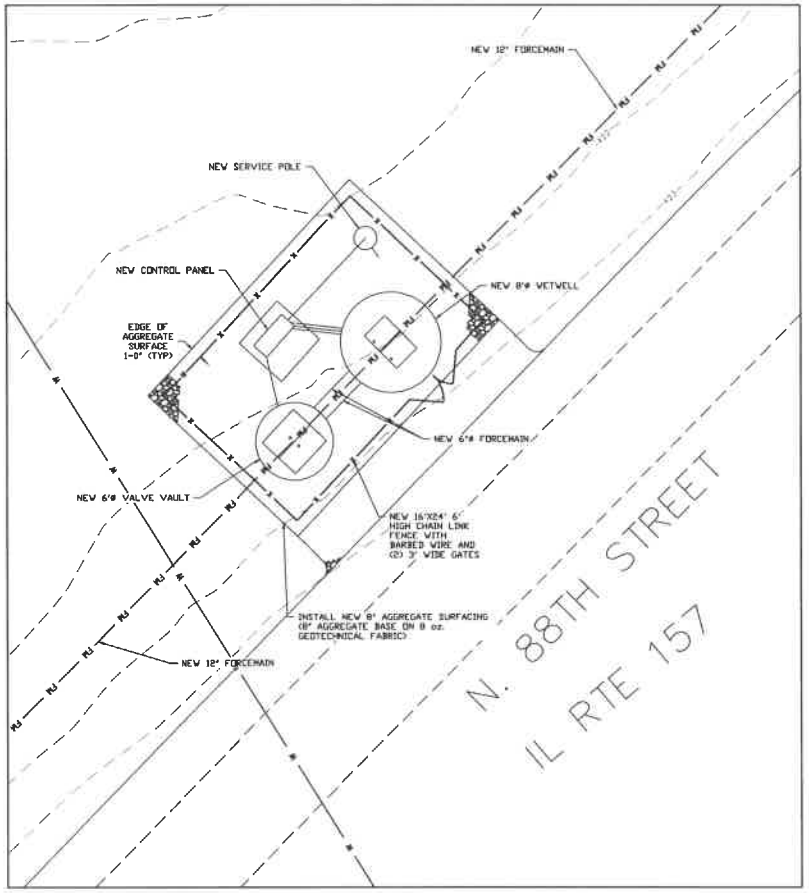

PROPOSED SITE PLAN
SCALE 1"=5'

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SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

LAKE DRIVE
LIFT STATION
SITE PLANS

33
SHEET 33 OF 49

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GENERAL NOTES:

1. CONSTRUCT A NEW SUBMERSIBLE DUPLEX LIFT STATION AT MISSOURI AVENUE, INCLUDING NEW LIFT STATION PUMPS, CONTROL PANEL, SCADA SYSTEM, VALVES, PRESSURE GAUGE, GUIDE BARS, FLOAT SWITCHES, LIFT CABLES, DISCONNECT SWITCHES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, WETWELL, VALVE VAULT, ACCESS HATCHES, AND FENCING, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION CONSTRUCTION DETAILS ON SHEET 40.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

GRAPHIC SCALE

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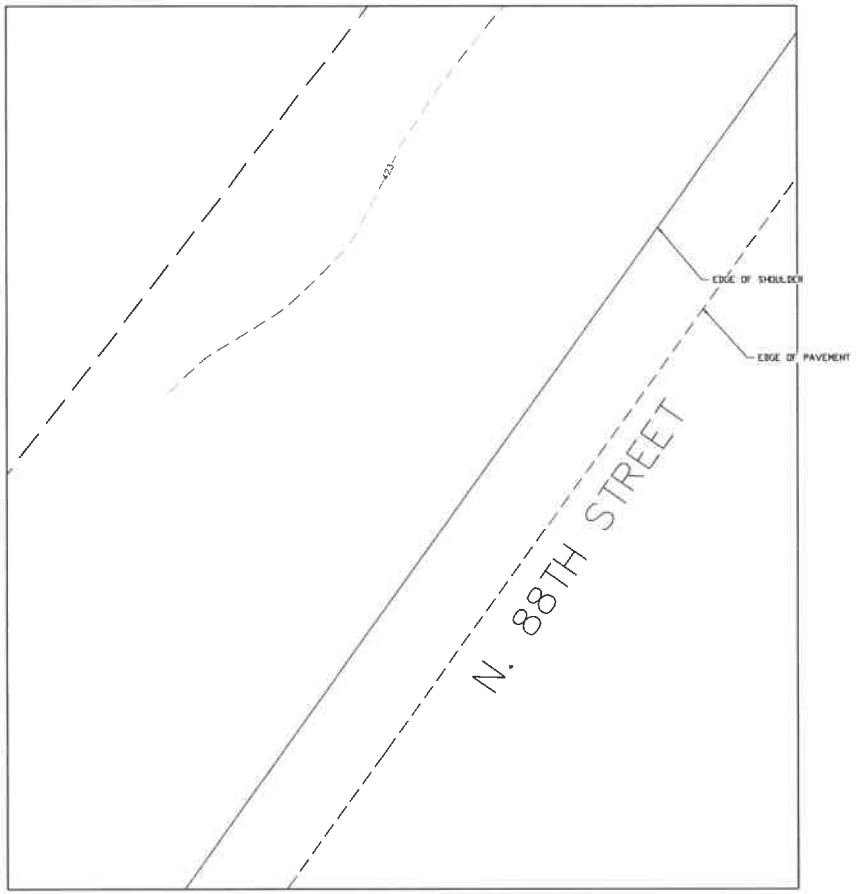

EXISTING SITE PLAN
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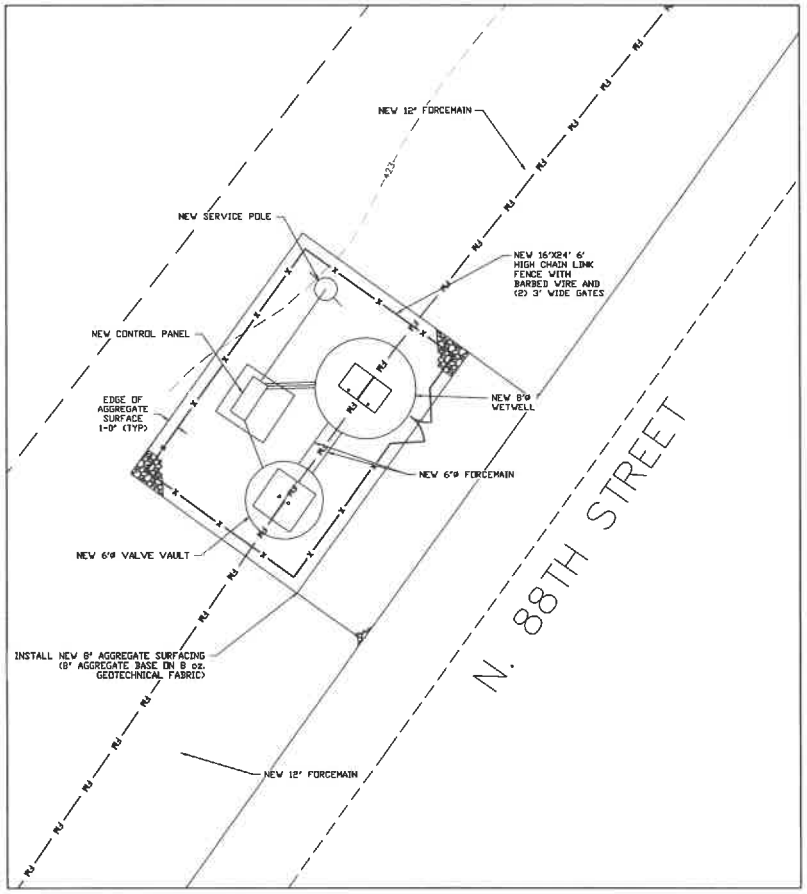

PROPOSED SITE PLAN
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SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

MISSOURI AVENUE
LIFT STATION
SITE PLANS

34
SHEET 34 OF 49

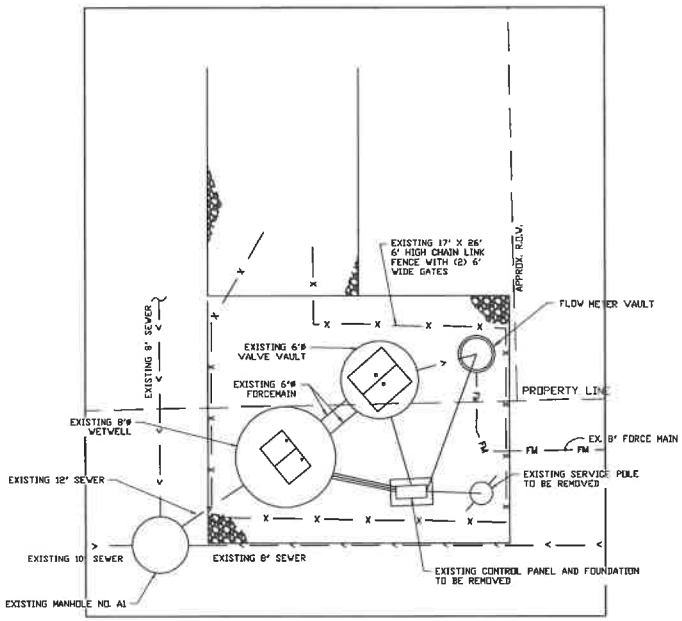
X:\Projects\Current\860-1044 Cahokia Hts Sanitary Sewer Interceptor\Drawings\Civil\860-1044 Sheets.dwg

GENERAL NOTES:

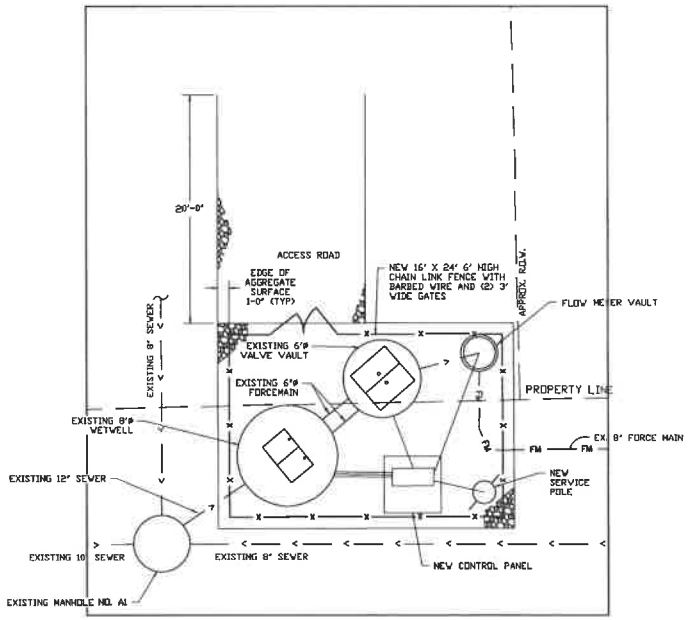
1. REHABILITATE THE EXISTING SUBMERSIBLE DUPLEX LIFT STATION AT GOLDEN STREET, INCLUDING A NEW VALVE VAULT SUMP PUMP, CONTROL PANEL UPGRADES, INCLUDING INSTALLATION OF A NEW SCADA SYSTEM, REMOVAL AND REPLACEMENT OF THE WETWELL AND VALVE VAULT LIDS AND ACCESS HATCHES, AND FENCING, TOGETHER WITH REMOVAL OF THE EXISTING TRASH STRAINER BASKET, RESTORATION OF ALL DISTURBED SURFACES, AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION REHABILITATION DETAILS ON SHEET 41.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

GRAPHIC SCALE

5' 2.5' 0 5'



EXISTING SITE PLAN
SCALE 1"=5'



PROPOSED SITE PLAN
SCALE 1"=5'

Hurst-Rosche, Inc.
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PH: 618.398.0890
www.hurst-rosche.com
HILLSBORO, IL
MARION, IL
SPRINGFIELD, IL
ARNOLD, MO
NASHVILLE, TN

SIGNATURE
DATE
LICENSE EXPIRES

SANITARY SEWER INTERCEPTOR SYSTEM
CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 890-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

GOLDEN STREET
LIFT STATION
SITE PLANS

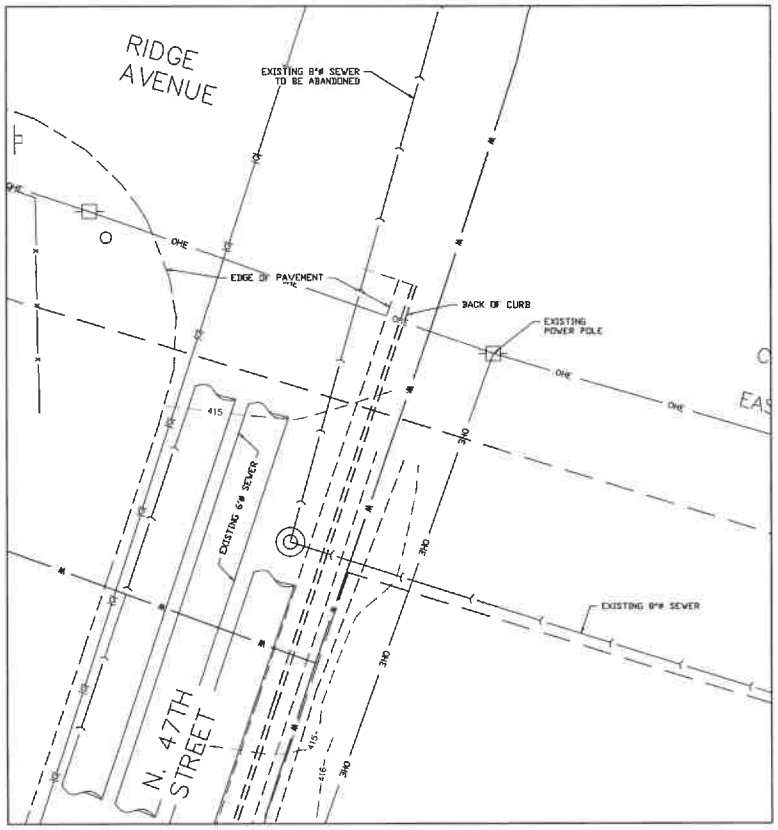
35
SHEET 35 OF 49

X:\Projects\Current\890-1044 Cahokia Hts Sanitary Sewer Interceptor\Drawings\Civil\890-1044 Sheets.dwg

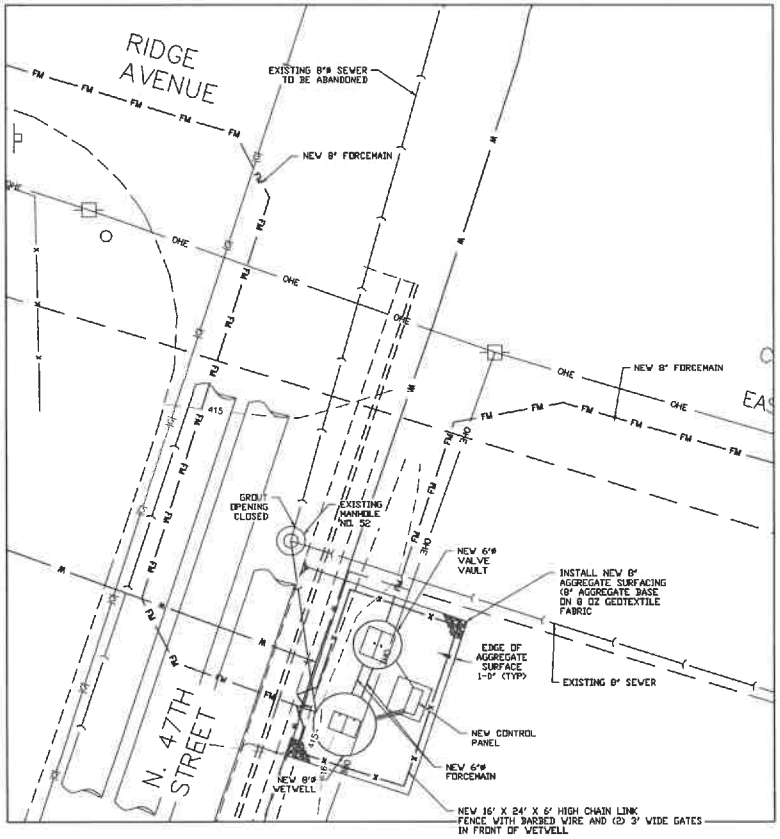
GENERAL NOTES:

1. CONSTRUCT A NEW SUBMERSIBLE DUPLEX LIFT STATION AT 47TH/ STREET, INCLUDING NEW LIFT STATION PUMPS, CONTROL PANEL, SCADA SYSTEM, VALVES, PRESSURE GAUGE, GUIDE BARS, FLOAT SWITCHES, LIFT CABLES, DISCONNECT SWITCHES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, WETWELL, VALVE VAULT, ACCESS HATCHES, AND FENCING, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION CONSTRUCTION DETAILS ON SHEET 40.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

GRAPHIC SCALE
8' 4' 0 8'



EXISTING SITE PLAN
SCALE 1"=8'



PROPOSED SITE PLAN
SCALE 1"=8'

HR
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PROJECT NO: 860-1044

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TAS	AE	LS

47TH STREET
LIFT STATION
SITE PLANS

36
SHEET 36 OF 49

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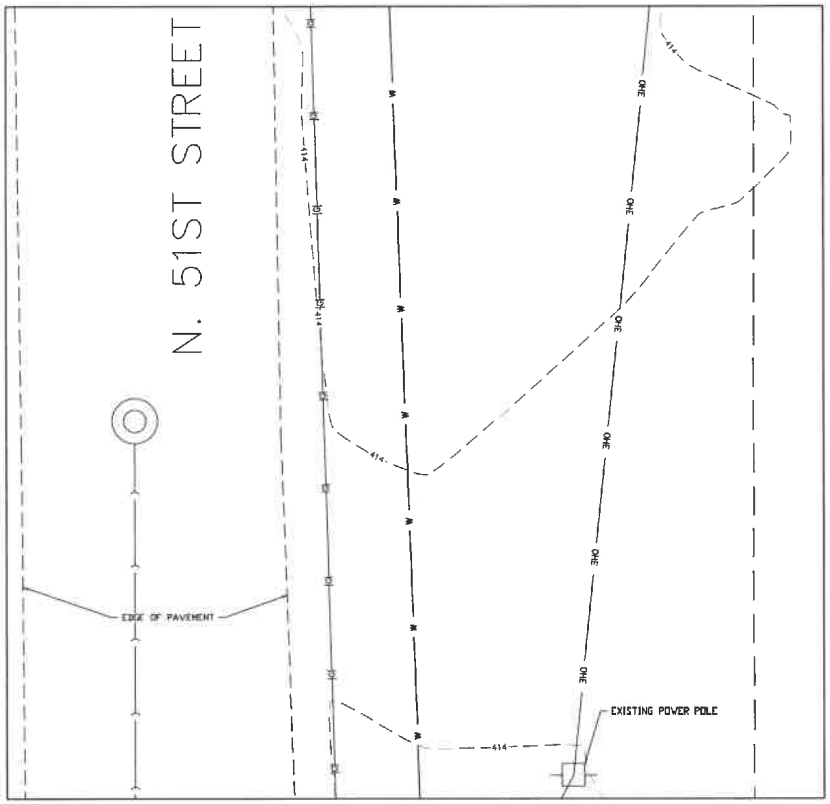
GENERAL NOTES:

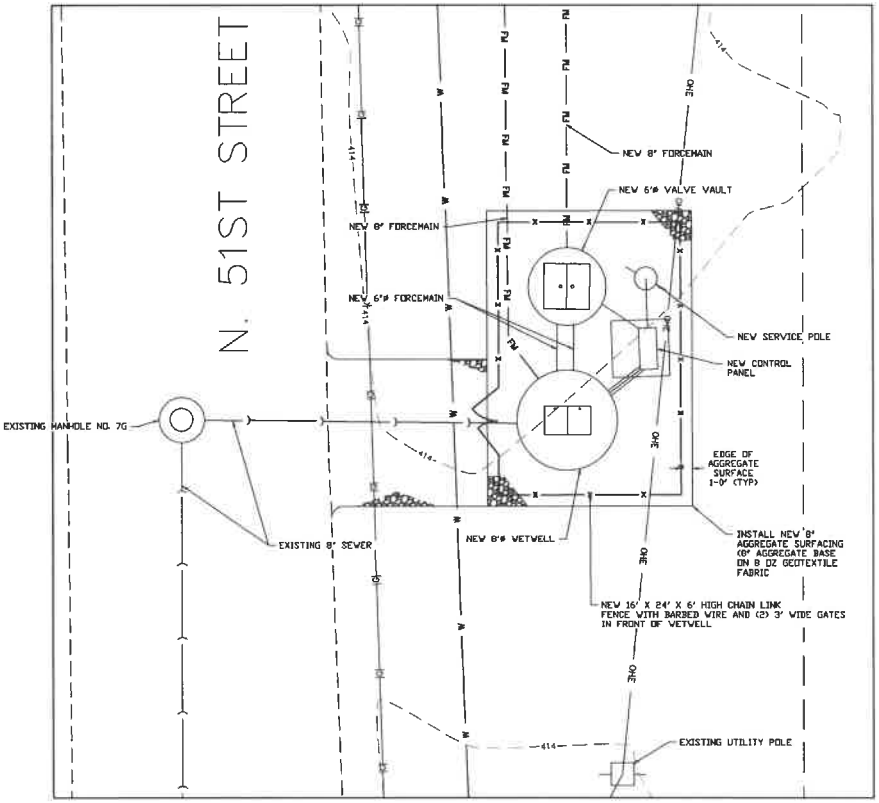
1. CONSTRUCT A NEW SUBMERSIBLE DUPLEX LIFT STATION AT 51ST/ STREET, INCLUDING NEW LIFT STATION PUMPS, CONTROL PANEL, SCADA SYSTEM, VALVES, PRESSURE GAUGE, GUIDE BARS, FLOAT SWITCHES, LIFT CABLES, DISCONNECT SWITCHES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, WETWELL, VALVE VAULT, ACCESS HATCHES, AND FENCING, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION CONSTRUCTION DETAILS ON SHEET 40.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

GRAPHIC SCALE

5' 2.5' 0 5'



EXISTING SITE PLAN
SCALE 1"=5'



PROPOSED SITE PLAN
SCALE 1"=5'

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CITY OF CAHOKIA HEIGHTS
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PROJECT NO: 860-1044

DESIGN:	DRAWN:	CHECK:
TAS	AE	LS

51ST STREET
LIFT STATION
SITE PLANS

37
SHEET 37 OF 49

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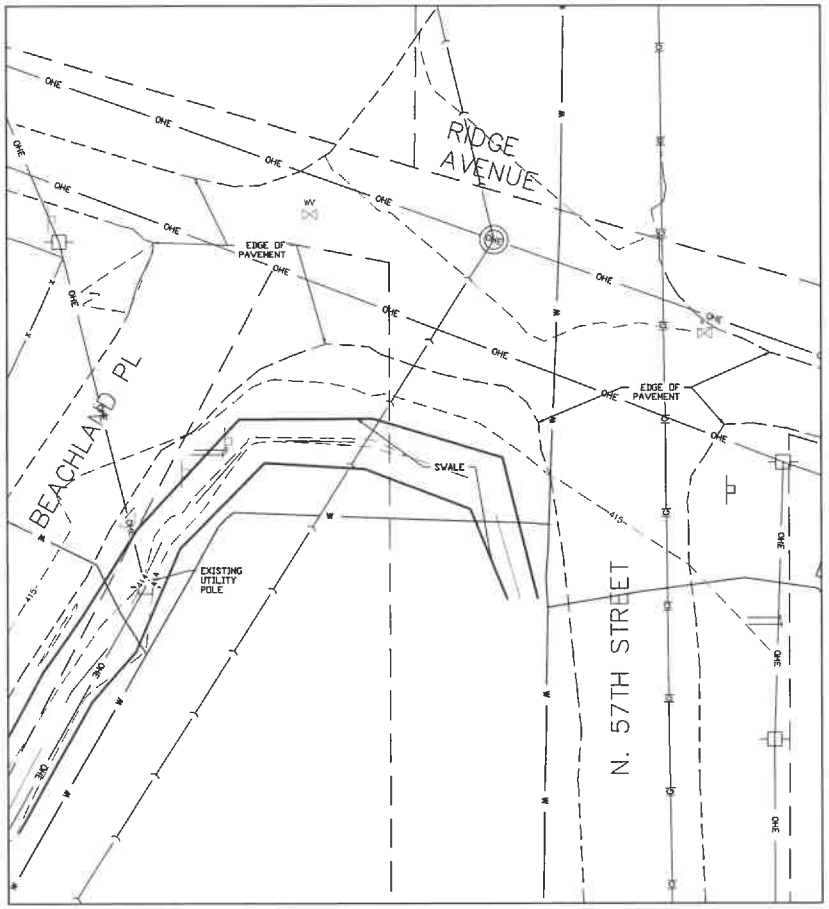
GENERAL NOTES:

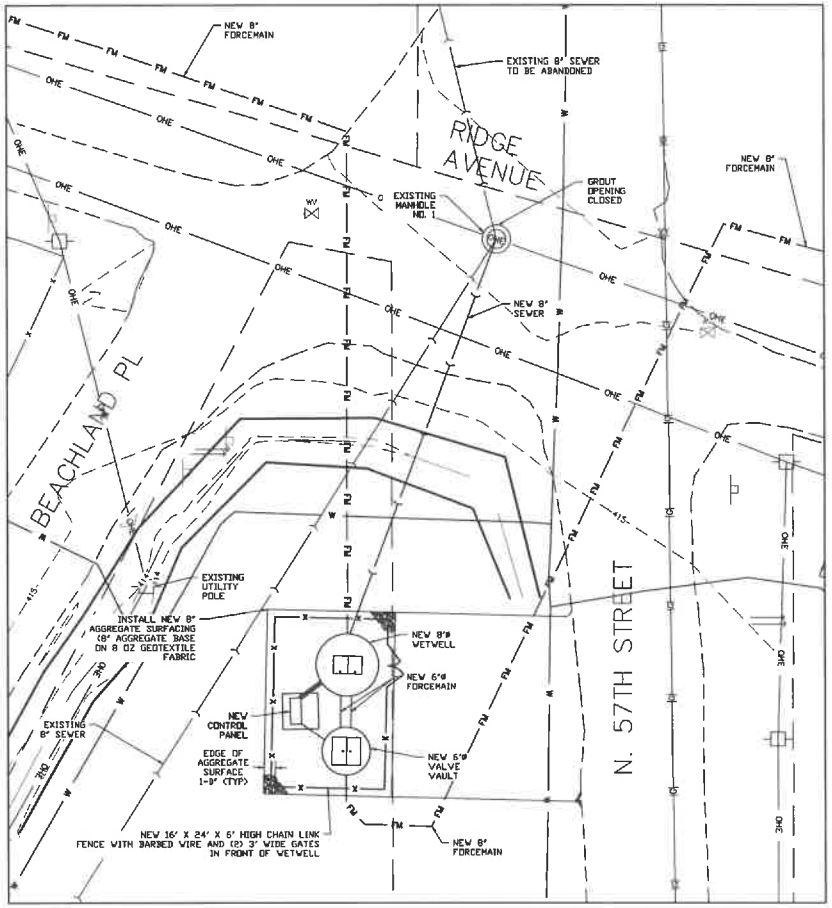
1. CONSTRUCT A NEW SUBMERSIBLE DUPLEX LIFT STATION AT 57TH/ STREET, INCLUDING NEW LIFT STATION PUMPS, CONTROL PANEL, SCADA SYSTEM, VALVES, PRESSURE GAUGE, GUIDE BARS, FLOAT SWITCHES, LIFT CABLES, DISCONNECT SWITCHES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, WETWELL, VALVE VAULT, ACCESS HATCHES, AND FENCING, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION CONSTRUCTION DETAILS ON SHEET 40.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.

N

GRAPHIC SCALE
8' 4' 0 8'



EXISTING SITE PLAN
SCALE 1"=8'



PROPOSED SITE PLAN
SCALE 1"=8'

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CITY OF CAHOKIA HEIGHTS
ST. CLAIR COUNTY, ILLINOIS 62206

MK.	DATE	DESCRIPTION

PROJECT NO: 860-1044
DESIGN: TAS | DRAWN: AE | CHECK: LS

57TH STREET
LIFT STATION
SITE PLANS

38
SHEET 38 OF 49

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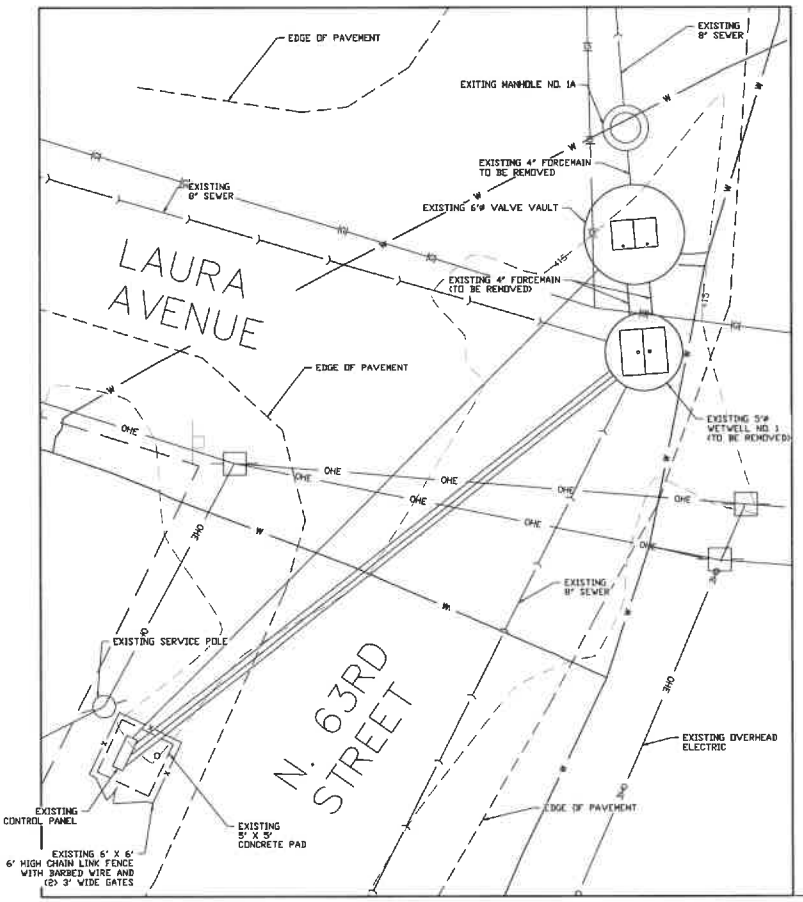
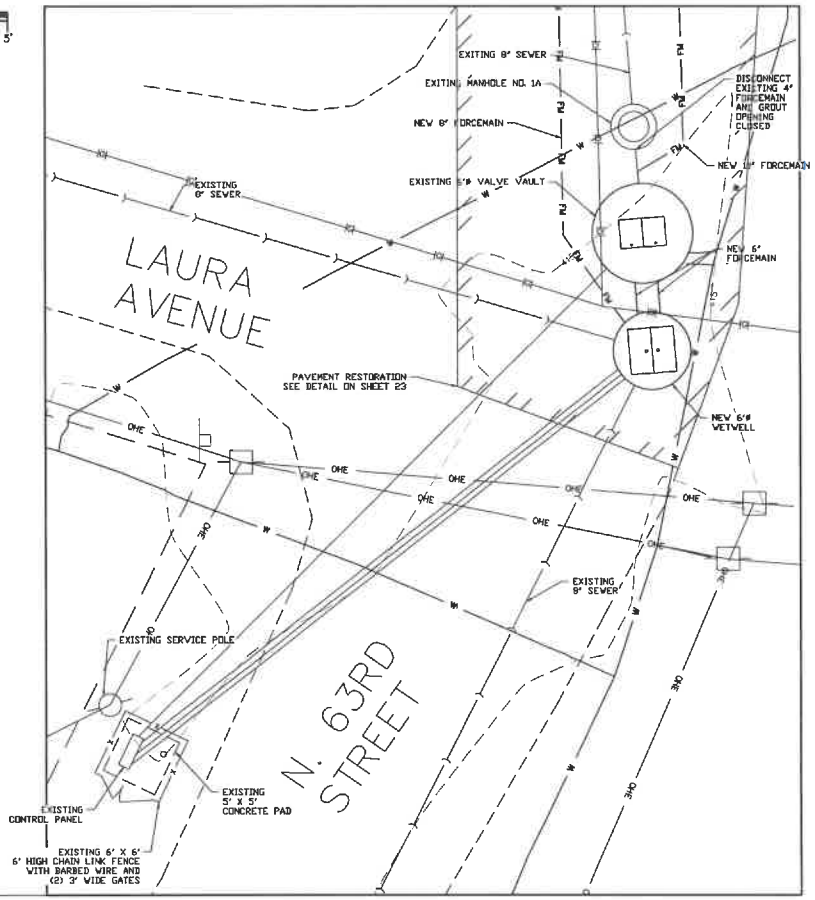
GENERAL NOTES:

1. REHABILITATE THE EXISTING SUBMERSIBLE DUPLEX LIFT STATION AT 63RD & LAURA, INCLUDING REMOVAL AND REPLACEMENT OF THE LIFT STATION PUMPS, LIFT CABLES, POWER & ALARM CABLES, DISCHARGE PIPE, FORCE MAIN, AND WETWELL, INCLUDING WETWELL LID AND ACCESS HATCH, ALONG WITH CONTROL PANEL UPGRADES, INCLUDING INSTALLATION OF A NEW SCADA SYSTEM, TOGETHER WITH RESTORATION OF ALL DISTURBED SURFACES AND ALL OTHER INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT.
2. DISPOSE OF REMOVED EQUIPMENT LEGALLY OFFSITE UNLESS REQUESTED TO REMAIN THE PROPERTY OF CAHOKIA HEIGHTS.
3. SEE LIFT STATION REHABILITATION DETAILS ON SHEET 41.
4. SEE SHEET 44 FOR CONTROL PANEL/ELECTRICAL DETAILS.
5. CONFIRM EXISTING DIMENSIONS/ELEVATIONS PRIOR TO ORDERING NEW MATERIALS.



EXISTING SITE PLAN
SCALE 1"=5'

GRAPHIC SCALE
5' 2.5' 0 5'



PROPOSED SITE PLAN
SCALE 1"=5'

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MK.	DATE	DESCRIPTION

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63RD & LAURA
LIFT STATION
SITE PLANS

39
SHEET 39 OF 48

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CITY OF CAHOKIA HEIGHTS

SANITARY SEWER SYSTEM

PROPOSED INTERCEPTOR SEWER SYSTEM

PRELIMINARY DESIGN REPORT

APPENDIX E

Project Schedule

Task Name	Calendar Days	Duration	Start	Finish
FINAL DESIGN PHASE	**374 days**	**268 days**	**Mon 1/6/25**	**Wed 1/14/26**
Review and incorporate or respond to EPA comments on Prelim Report	30 days	22 days	Fri 3/21/25	Mon 4/21/25
Conduct detailed field surveys to establish alignment	148 days	106 days	Mon 2/3/25	Mon 6/30/25
Prepare Final Specifications and Drawings for Bidding	203 days	146 days	Mon 2/3/25	Mon 8/25/25
Submit IEPA Permit	1 day	1 day	Fri 8/29/25	Fri 8/29/25
Advertise for Bids	1 day	1 day	Mon 12/8/25	Mon 12/8/25
Receive and Open Bids	1 day	1 day	Mon 1/12/26	Mon 1/12/26
Review and Recommend Award to City	3 days	3 days	Mon 1/12/26	Wed 1/14/26
CONSTRUCTION PHASE (duration may depend on funding and management by USACE)	1081 days	774 days	Wed 1/14/26	Sun 12/31/28
Issue Notice of Award		1 day	Wed 1/14/26	Wed 1/14/26
Issue Notice to Proceed		1 day	Mon 1/26/26	Mon 1/26/26
Detailed Construction Schedule and Sequence TBD in Discussions with Contractor, but will include the following items				
Order & Receive Long lead Time Equipment				
Field Locate Utilities in Work Areas				
Mobilization				
Excavation and Demolition of Existing Equipment				
Installation of Bypass Pumping and Discharge Lines				
Installation of Dewatering Wells as Needed				
Excavation of Existing Structures				
Installation of New Structures				
Installation of New Pumps, Piping and Valves				
Installation of New Control Panels and Electrical				
Installation of New Force Main Piping and Valves				
Modification of Existing Pump Stations				
Pump Testing and Adjustment				
Startup and Training				
Surface Restoration				
Substantial Completion of Construction and Startup	20 days	**16 days**	**Mon 12/11/28**	**Sun 12/31/28**