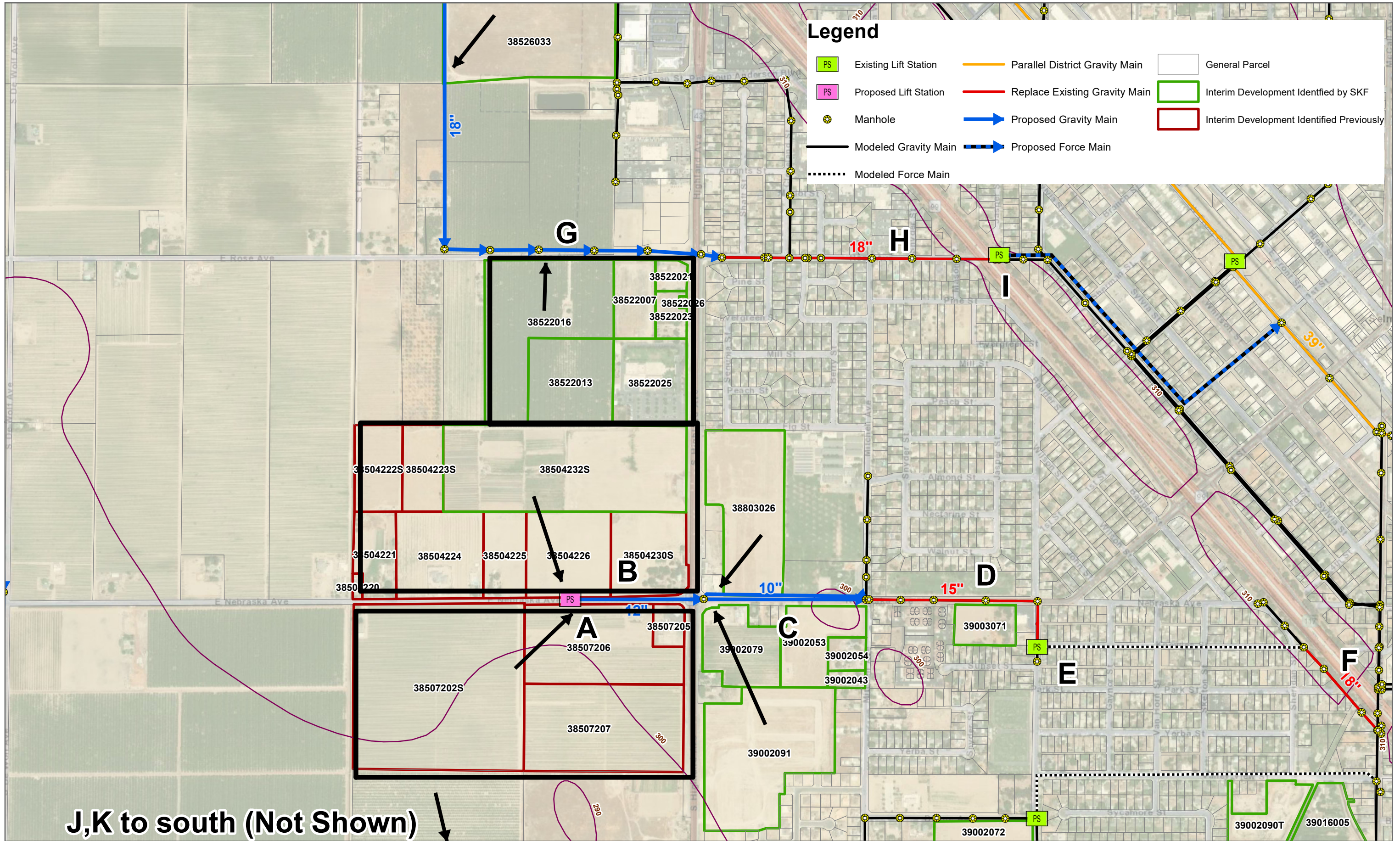


### Legend

- PS Existing Lift Station - Sufficient Capacity
- PS Existing Lift Station - Capacity Improvements
- PS Proposed Lift Station
- Parallel District Gravity Main
- Replace Existing Gravity Main
- Proposed Gravity Main
- Proposed Force Main
- Modeled Gravity Main
- Modeled Force Main
- Unmodeled Gravity Main
- City Sphere of Influence
- City Limits







**Table 1. Proposed Collection System - Selma  
Nebraska/Highland Development**

Improvement	Description	Estimated Construction Cost	Estimated Total Project Cost	Notes
A	Proposed Lift Station serves area shown with a dead lift up to a gravity main. Design Capacity is 450 gpm.	\$724,800	<b>\$1,224,900</b>	
B	Proposed gravity main: 12-inch diameter.	\$224,600	<b>\$379,600</b>	
C	Parallel gravity main proposed alongside existing City 10-inch: 10-inch diameter.	\$246,500	<b>\$416,700</b>	
D	This gravity main reach was previously identified as Project S-9 at 12-inch diameter. New diameter: 15-inch. If instead the existing gravity main is to be reviewed with a parallel gravity main, a 12-inch diameter parallel main is required.	\$442,800	<b>\$748,300</b>	
E	Sunset Lift Station previously identified as sufficient. With intensified flows, requires capacity increase from 669 gpm to 900 gpm.	\$750,400	<b>\$975,500</b>	Assumed that hydraulic and electrical components of lift station would require upgrade. Assumed that wet well would require reconfiguration and potential excavation. Assumed that above ground structures were sufficient.
F	Previously identified as Project S-9 with 18-inch diameter. No change required. New vertical layout/survey data needs to be updated to the model if layout is to change given conflicts and constraints in improvement.	\$413,100	<b>\$698,100</b>	Discussion with staff indicates that this will be a difficult project because of utility conflicts and potential permits/easements/coordination.
G	Previously identified as Project S-44 with new construction of 18-inch diameter gravity main. No change required.	\$690,100	<b>\$1,166,200</b>	
H	Previously identified as Project S-22 with upsize to 18-inch diameter. No change required.	\$699,800	<b>\$1,182,600</b>	
I	Rose Street Lift Station can accept flows from the tributary area on the figure without improvement. Build-out design capacity required is increased to 1,900 gpm	\$1,075,600	<b>\$1,398,300</b>	Assumed that hydraulic and electrical components of lift station would require upgrade. Assumed that wet well will require reconfiguration due to increased flows. Assumed that above ground structures were sufficient.
J	Selma Crossing development (to the south, not shown on figure) loaded as indicated. 214 acres are tributary to Clarkson Lift Station. To be conservative, all acreage was classified as commercial, with flow factor of 850 gpd/acre. The resulting generation for Selma Crossing is 182,000 gpd of ADWF (126 gpm).	-	-	
K	Clarkson Lift Station (to the south, not shown on figure), has a current capacity of 1,500 gpm compared to a current design flow of 1,940 gpm. Thus, this lift station is deficient under current conditions. The addition of the flows from the parcels shown on Figure 1 and Figure 2 increases the design flow to 3,400 gpm. The buildout design flow for the lift station is currently 4,200 gpm. This compares to a predicted buildout design flow of 3,000 gpm in the 2016 Master Plan.	\$1,731,240	<b>\$2,925,800</b>	Assumed that hydraulic and electrical components of lift station would require upgrade. Assumed that wet well would require reconfiguration and potential excavation. Assumed that above ground structures were sufficient.

Notes: Estimated Construction Costs are conceptual-level costs appropriate to master planning. These costs assume that improvements are designed and constructed by the District. Estimated Total Costs include a 30% contingency in addition to 30% for District soft costs.