

**REQUEST FOR
LETTERS OF INTEREST**

**Sarpy County and Cities Wastewater Agency
(SCCWWA)**

**Phase 1A -Lift Stations (LS), Force Mains
(FM) & Zweibel Creek – 3 Interceptor (ZC-
3)**

Sarpy County, Nebraska

**PUBLICATION DATE: November 19 & 24, December 1, 8, and 15, 2021
LETTERS OF INTEREST (LOI's) DUE: 11:00 a.m., December 20, 2021**

General Information

Request for Letters of Interest (“LOI”)

The Sarpy County and Cities Wastewater Agency (“SCCWWA”) is seeking LOI’s for a Construction Management at Risk (CMaR) contract for the remaining construction of all the Phase 1A Sewer System, generally located between Highway 50 in Springfield, Nebraska and the SCCWWA of Omaha’s Papillion Creek Waste Resource Recovery Facility (PCWRRF). It is the intent of the SCCWWA to pre-qualify and eventually select one CMaR in accordance with the procedures and standards adopted by the SCCWWA on November 17, 2021, which are available online at <https://www.sarpy.gov/407/Wastewater-Agency>. Selected contract managers shall then be considered prequalified and eligible to receive a request for proposal.

LOI’s will be received Monday through Friday 8:00 a.m. to 4:45 p.m. except holidays, from November 19 until 12:00 p.m. on December 20, 2021. The LOI shall be clearly marked “Letter of Interest – SCCWWA Phase 1A – LS, FM and ZC-3”.

Submit one (1) original and six (6) copies of the LOI including attachments.

Project performance criteria must be requested from Jeffrey L. Thompson, Agency Engineer, 1210 Golden Gate Drive, Papillion, NE 68046, (402) 593-4164, jthompson@wastewateragency.org

Contact with any other SCCWWA employee, elected official or other individuals or organizations associated with the proposed project may result in disqualification.

Sealed copies of LOI’s must be sent to:

Lisa Haire
SCCWWA Secretary
1210 Golden Gate Drive
Papillion, NE 68046

LOI’s not addressed and delivered to the above person will not be considered. LOI’s received after the above stated time and date shall not be considered.

The SCCWWA will not be liable for costs incurred by CMaR’s for LOI preparation, printing, demonstration, or any other costs associated with or incurred in reliance on LOI creation. All such costs shall be the responsibility of the construction manager.

Procedures for Evaluation and Determination of Prequalification:

1. Evaluation for prequalification will be done by SCCWWA personnel and other personnel, as determined by the SCCWWA. After evaluation the SCCWWA will prepare letters informing CMaR’s of their prequalification status. Only those CMaR’s who receive notice of prequalification will be eligible to respond to the request for proposals.
2. The following factors, where applicable, will be used to determine a CMaR’s prequalification status:

- a. Understanding of all requirements.
- b. Ability to meet timeline and schedule.
- c. Services provided.
- d. The ability, capability, and skills of the construction manager to perform.
- e. The character, integrity, reputation, judgment, experience, and efficiency of the construction manager.
- f. The quality and history of previous performance on similar projects.
- g. Project organization and personnel resources.
- h. The previous and existing compliance of the supplier with laws.
- I. Project management and methods.
- j. Such other information as may be secured having a bearing on the decision.

Terms and Conditions:

By submitting a LOI, the CMaR understands the following:

1. Information, Discussion, and Disclosures:

- a. Any information provided by the SCCWWA to any construction manager prior to the release of this request for LOI's, verbally or in writing, is considered preliminary and is not binding on the SCCWWA.
- b. The CMaR must not make available nor discuss any cost information contained in the sealed copy of the LOI to or with any employee of the SCCWWA from the date of issuance of this request for LOI's until prequalification has been announced, unless allowed by the SCCWWA Engineer in writing for the purpose of clarification or evaluation.
- c. No interpretation of the meaning of the request for LOI's, or other documents, nor correction of any ambiguity, inconsistency, or error therein will be made orally to any CMaR.

Every request for such interpretation or correction should be in writing, addressed to the SCCWWA Engineer, Jeffrey L. Thompson, 1210 Golden Gate Drive, Papillion, NE 68046, voice (402) 593-4164, email: jthompson@wastewateragency.org.

In case the SCCWWA finds it expedient to supplement, modify, or interpret any portion of the documents prior to the proposed due date, such procedure will be accomplished by the issuance of written addenda to the request for LOI's which will be placed online at

<https://www.sarpy.gov/407/Wastewater-Agency>.

2. Addenda:

- a. All addenda will become part of this request for LOI's and must be responded to by each CMAr.
- b. All addenda must be acknowledged in writing in the LOI submitted by the CMAr.
- c. This request for LOI's, any subsequent addenda, and any written responses to questions take precedence over any information previously provided.

3. Confidentiality of Documents:

The SCCWWA considers all information, documentation and other materials submitted in response to this proposal to be of a non-confidential and/or non-proprietary nature and therefore shall be subject to public disclosure under Neb. Rev. Stat. § 84-712.01.

CMAr's are hereby notified that the SCCWWA strictly adheres to all statutes, court decisions, and opinions of the Nebraska Attorney General with respect to disclosure of information.

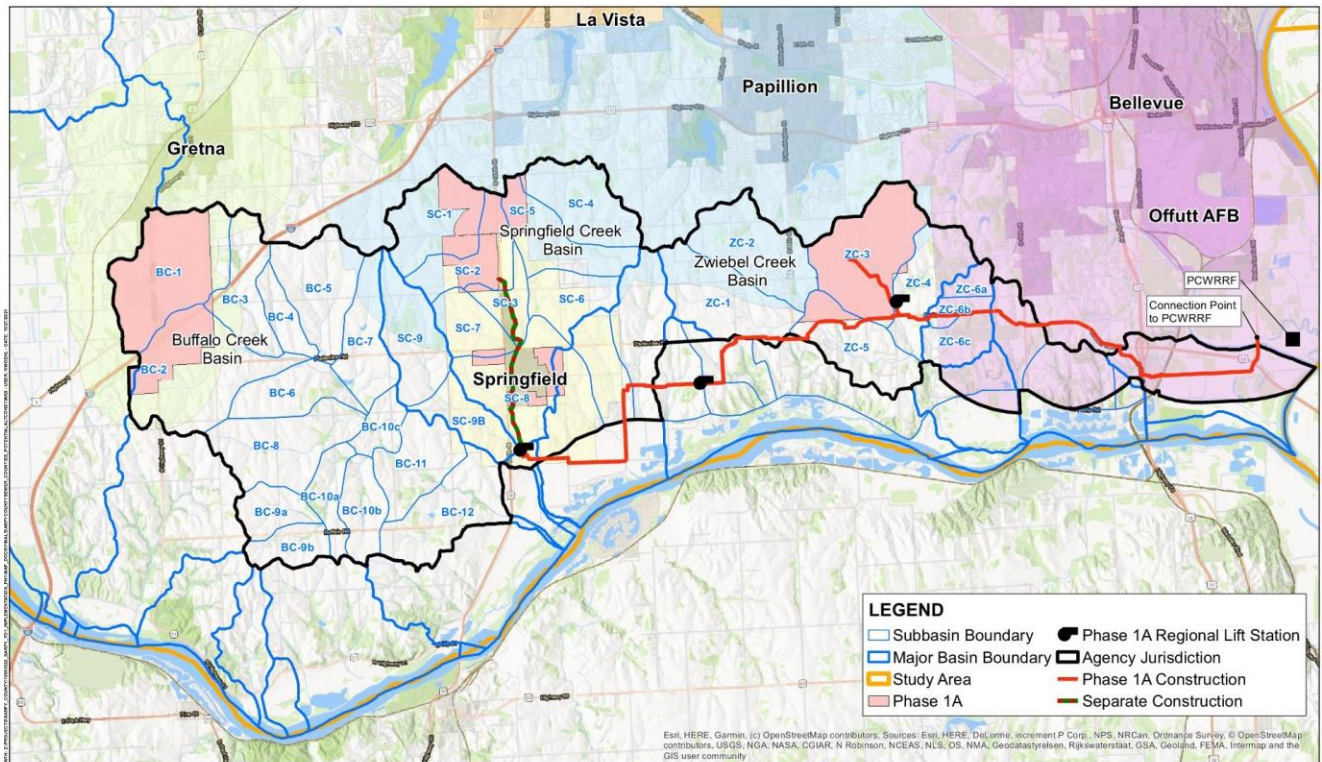
Any "proprietary, trade secret, or confidential commercial or financial" information must be clearly identified, in a separate sealed envelope, at the time of submission. The CMAr will be required to fully defend, in all forums, the SCCWWA's refusal to produce such information; otherwise, the SCCWWA will make such information public.

Request for LOI's:

1. General Project Description

The proposed project area is generally located between the City of Springfield's Wastewater Treatment Facility (SWWTF) at 17305 S Hwy 50 and extends east to the City of Omaha's Papillion Creek Waste Resource Recovery Facility (PCWRRF) located at 15705 Harlan Lewis Road in Bellevue, Nebraska. The project is commonly referred to as Phase 1A of the system. Phase 1A will include three (3) lift stations, approximately 16 miles of force main interceptor and approximately 1.5 miles of gravity main interceptor, as depicted in exhibit below. Note that the Springfield infrastructure (gravity interceptor sewer, cooling water blowdown sewer and equalization basin are being constructed through a separate design-bid-build contract; this CMAR will be required to coordinate the infrastructure connection.

A brief description of each of the proposed project segments and status of design for Phase 1A is provided:



POTENTIAL ALTERNATIVE CONSTRUCTION
WASTEWATER AGENCY

DATE
OCTOBER 2021
FIGURE
1

Springfield Lift Station

The proposed Springfield Creek Lift Station will be constructed south of the City of Springfield at the existing Springfield Wastewater Treatment Facility (SWWTF) located at 17305 S Hwy 50 and would collect sanitary flows from the Springfield Creek and Buffalo Creek Basins. Flows from the Springfield Creek Basin will be conveyed to the lift station from the proposed Springfield Creek interceptor sewer (not part of this project scope). It is anticipated that the proposed interceptor will eventually include existing flows diverted from the SWWTF, which may be abandoned upon final completion and start-up of the Phase 1A projects. Future flows from the Buffalo Creek Basin will be conveyed to the lift station through a future interceptor sewer or force main. The Springfield Creek Lift Station will pump flows to the wet well of the Mitchell Road Lift Station.

The initial pump configuration for this station will be two (2)-250 HP, Flygt Model NP3231/775 with a maximum impeller diameter of 385mm. The maximum capacity of the initial duty pump will be approximately 5.2 MGD with one (1) corresponding standby pump. The cast-in-place circular wet well will be sized for 12,750 gallons.

An odor control chemical feed system will be installed which will be a nitrate based liquid phased system called Bioxide. Bioxide is distributed by Evoqua Water Technologies. The Agency will have a contract service agreement to provide and maintain all the necessary, monitoring/feed equipment, storage tanks and chemical.

Similarly, the SCADA system is expected to be provided by Xylem, Inc. and completely compatible with the Flygt pumps selected. Coordination between the contractor and service providers will be required.

This lift station will also have a cast-in-place concrete rectangular valve vault, and an above grade prefabricated electrical building. The electrical building would contain the electrical components, VFDs, and controls. A diesel backup generator would be positioned adjacent to the electrical building and space would be provided for an odor control feed system adjacent the building. Concrete metering manholes would be provided on each of the force mains. The project will also include site grading, concrete paving, aggregate surfacing, perimeter fencing, site lighting, and site force main piping.

Mitchell Road Lift Station

The Mitchell Road Lift Station will be constructed on the north side of Mitchell Road between South 108th Street and South 99th Street. The Mitchell Road Lift Station will collect the discharge from the Springfield Creek Lift Station and pump flow east to the transition structure located in the vicinity of South 36th Street and Platteview Road. The transition structure would include a free discharge and pumped flow will transition to gravity flow.

The initial pump configuration for this station will be two (2)-250 HP, Flygt Model NP3231/775 with a maximum impeller diameter of 385mm. The maximum capacity of the initial duty pump will be approximately 5.7 MGD with one (1) corresponding standby pump. The cast-in-place circular wet well will be sized for 14,750 gallons.

An odor control chemical feed system will be installed which will be a nitrate based liquid phased system called Bioxide. Bioxide is distributed by Evoqua Water Technologies. The Agency will have a contract service agreement to provide and maintain all the necessary, monitoring/feed equipment, storage tanks and chemical.

Similarly, the SCADA system is expected to be provided by Xylem, Inc. and completely compatible with the Flygt pumps selected. Coordination between the contractor and service providers will be required.

This lift station will also have a cast-in-place concrete rectangular valve vault, and an above grade prefabricated electrical building. The electrical building will contain the electrical components, VFDs, and controls. A diesel backup generator will be positioned adjacent to the electrical building and space would be provided for an odor control feed system adjacent the building. Concrete metering manholes would be provided on each of the force mains. The Mitchell Road and Zwiebel Creek Lift Stations would pump to a transition structure preliminarily located at the top of the ridge, east of South 36th Street. The project will also include site grading, concrete paving, aggregate surfacing, perimeter fencing, site lighting, and site force main piping.

Zwiebel Creek Lift Station

The Zwiebel Creek Lift Station will be constructed north of Platteview Road along South 63rd Street and would collect sanitary flows from the proposed Zwiebel Creek interceptor sewer. The Zwiebel Creek Lift Station would pump flow east to a transition structure. Flow from the Zwiebel Creek Lift Station would be combined with pumped flow from the Mitchell Road Lift Station at the connection point to the dual force mains in the vicinity of South 53rd Street and Platteview Road. The proposed lift station site is being coordinated with the Platteview Road Expressway Project. It is anticipated that South 53rd Street could be widened in the future as a part of the Platteview Road Project. Additionally, a future interchange at South 63rd Street or further east is possible, which could impact a lift station at this location. As such, the proposed

lift station will be located east of South 63rd Street to allow for future roadway improvements and be coordinated with the future interchange.

The initial pump configuration for this station will be two (2)-160 HP, Flygt Model NP3315 HT3 with a maximum impeller diameter of 400mm. The maximum capacity of the initial duty pump will be approximately 2.7MGD with one (1) corresponding standby pump. The cast-in-place circular wet well will be sized for 4,875 gallons. No odor control chemical feed system is proposed at this lift station site. The SCADA system is expected to be provided by Xylem, Inc. and completely compatible with the Flygt pumps selected. Coordination between the contractor and service providers will be required.

This lift station will also have a cast-in-place concrete rectangular valve vault, and an above grade electrical building. The electrical building would contain the electrical components, VFDs, and controls. A diesel backup generator would be positioned adjacent to the electrical building and space would be provided for an odor control feed system adjacent the building. Concrete metering manholes would be provided on each of the force mains. The Mitchell Road and Zwiebel Creek Lift Stations would pump to a transition structure preliminarily located at the top of the ridge, east of South 36th Street. The project will also include site grading, concrete paving, aggregate surfacing, perimeter fencing, site lighting, and site force main piping.

Segment 1 Force Main: Springfield Lift Station to Mitchell Road Lift Station

The Segment 1 force mains will consist of both a 14-inch force main and a 20-inch force main which will convey flows from the Springfield Creek Lift Station east to the Mitchell Road Lift Station wet well.

The Segment 1 alignments will begin at the Springfield Creek Lift Station, located just east of the Springfield WWTF at 17305 NE-50, east of Highway 50 and proceed to the southeast, parallel to the left bank of the proposed CWB Equalization Basin. The alignment will proceed east under Springfield Creek and continue across agricultural fields in private easements to the intersection of South 120th Street and Buffalo Road. At this intersection, the alignment will cross northeast under the road to and proceed north to parallel South 120th Street to Mitchell Road.

The force mains will proceed east in an easement on the south side of the properties located on the southeast corner of the intersection. The alignment will cross north under Mitchell Road and continue east in an easement parallel with Mitchell Road for approximately 1,600 feet, then cross to the south side of Mitchell Road. The alignment will continue east along Mitchell Road, then cross north under Mitchell Road just prior to the intersection of South 108th Street and Mitchell Road. The alignment continues east in an easement until it reaches the Mitchell Lift Station.

The force mains will be located within easements and outside the right-of-way along Sarpy County roads. The anticipated permanent easement width for these sections is 45-foot and a 15-foot temporary easement. Several air release structures and pig launching stations will be installed along the alignment.

Segment 2 Force Main: Mitchell Lift Station to Zwiebel Creek Lift Station

The Segment 2 force mains will consist of a 14-inch force main and a 20-inch force main which will convey flows from the Mitchell Road Lift Station east to a location just upstream of the Zwiebel Creek Lift Station connection.

The Segment 2 alignment will begin at the Mitchell Road Lift Station metering manholes and will extend east along Mitchell Road on the north side of the road. The alignment will proceed north beginning at the intersection of South 99th Street and Mitchell Road on the west side of 99th Street. The alignment will proceed north to the intersection of South 99th Street and Platteview Road. The alignment will cross Platteview Road and proceed east along the north side of the road to the east side of the intersection of South 63rd Street and Platteview Road, the point of connection for the Zwiebel Creek Lift Station connection.

The force mains will be located within easements and outside the right-of-way along Sarpy County roads. The anticipated permanent easement width for these sections is 45-foot and a 15-foot temporary easement. Several air release structures and pig launching stations will be installed along the alignment.

Segment 3 Force Main: Zwiebel Creek Lift Station to South 27th Street

The Segment 3 force mains will consist of a 16-inch force main and a 24-inch force main and will convey pumped flows from the Zwiebel Lift Station connection to the transition structure located near 27th and Platteview Road.

The Segment 3 alignment will begin upstream of the proposed Zwiebel Creek lift Station connection located at South 63rd Street and Platteview Road and will proceed east, across Zwiebel Creek. A connection will be provided on the east side of the creek for a pair of 10-inch force mains extending south from the Zwiebel Creek lift Station. The installation of the force mains connections from the Zwiebel Creek Lift Station are included in Segment 3 Force Main. The alignment will proceed east on the north side of Platteview Road approximately 2,500 feet, where it would then gradually bend to the north to avoid historic structures located on a private residence. The conceptual alignment currently reflected at this location follows one of the Platteview Road alignment concepts being investigated as a part of the Platteview Road Project. The final force main alignment will be coordinated with the selected Platteview Road alignment. The Segment 3 alignment will then gradually return to Platteview Road and proceed east to South 36th Street. The force mains will cross a Department of Natural Resources grade stabilization structure. The alignment will proceed south towards Platteview Road at an existing retention pond. The alignment will continue south and cross Platteview Road and proceed east toward South 27th Street and the transition structure.

The force mains will be located within easements and outside the right-of-way along Sarpy County roads. The anticipated permanent easement width for these sections is 45-foot and a 15-foot temporary easement. Several air release structures and pig launching stations will be installed along the alignment.

Segment 4 Force Main: South 27th Street to Omaha PCWRRF

Segment 4 consists of a 16-inch force main and a 20-inch force main and would convey pumped flows from the Buffalo Creek and Springfield Creek Basins via the Mitchell Road Lift Station, as well as flows from the Zwiebel Creek Basin via the Zwiebel Creek Lift Station east to a connection to the Sarpy Interceptor Sewer upstream of the Papillion Creek Water Resource Recovery Facility (PCWRRF).

The Segment 4 force mains will begin at South 27th Street and continue generally southeast, following Hidden Valley Drive and South 10th Street to a location on the west side of US Highway 75, opposite of La Platte Road. Portions of the force mains will be located within road right-of-way. The force mains will cross Highway 75 and both frontage roads to La Platte Road. The alignment will proceed east along the north side of La Platte Road. The alignment would then cross the UP and BNSF railroad tracks on the north side of La Platte Road and continue on the north side of La Platte Road to Harlan Lewis Road. The alignment will proceed north on the west side of Harlan Lewis Road, crossing US Highway 34 and Papillion Creek. The force mains will discharge into manholes and connect to a single 36-inch sewer that will connect to the metering manhole. A gravity sewer will extend north to the connection to the interceptor sewer.

The force mains will be located within easements and outside the right-of-way along Sarpy County roads. The anticipated permanent easement width for these sections is 45-foot and a 15-foot temporary easement. Several air release structures and pig launching stations will be installed along the alignment. The metering manhole will be a Parshall flume type as required by the City of Omaha.

Zwiebel Creek Gravity Interceptor (ZC-3)

The Phase 1A infrastructure concept for the ZC-3 Sub-basin includes approximately 6,700 feet of interceptor sewer beginning just west of South 72nd Street and approximately 0.25 miles north of Fairview Road. The interceptor sewer would extend southeast to the location of a proposed Zwiebel Creek lift station, generally following Zwiebel Creek and an unnamed upstream tributary. The preliminary ZC-3 interceptor sewer alignment is through primarily undeveloped, rural area consisting of rolling agricultural fields.

The alignment of the ZC-3 interceptor sewer will generally parallel Zwiebel Creek and an upstream tributary because these waterways represent the lowest elevations in the ZC-3 Sub-basin, and future collection sewer systems constructed in other sub-basins will drain to the interceptor sewer. The alignment of the ZC-3 interceptor sewer was selected to be outside of the 3: 1 + 50 feet creek setback guidelines established by the Southern Sarpy Watershed Partnership, to the greatest extent possible. The horizontal sewer alignment will be maintained along straight lines from manhole to manhole where possible. The sewer line may be installed with a curvilinear alignment, if necessary, to reduce the required number of manholes

Easement requirements were evaluated and determined based on proposed pipe size and bury depth. Easement widths shall be sufficiently wide to allow for future maintenance of the sewer and appurtenant structures. The pipe diameter of the ZC-3 Interceptor Sewer ranges from 12 inches to 24 inches with bury depths ranging from 8.5 to 17.25 feet. Based on these proposed pipe sizes and bury depths, it was determined that the width of permanent easement for the interceptor sewer shall be 30 feet. The proposed temporary easement to provide sufficient ingress/egress for construction operations is 70 feet, resulting in a total easement width of 100 feet. Several manhole structures and grade stabilization structures will be necessary along the alignment.

Conceptual designs and other available design information of the proposed Phase 1A project, can be viewed at the link below. The scope and uses outlined in these concepts are subject to change based on the final design. Click on each image to view it in greater detail. <https://www.sarpy.gov/407/Wastewater-Agency>

2. General Timeline

Prequalified CMAr's must be able to meet an aggressive schedule. The time period for completion of the Phase 1A work described in this scope is 2024. It is the desire of the SCCWWA to complete construction as soon as reasonably possible. An earlier completion date may be discussed with the contractor during the pre-construction phase of the project.

3. Project Funding

The source(s) of funding for this project are anticipated to be from the collection of existing user connection fees, OPPD Payments in Lieu of Taxes fees (PILOT) and SRF Loan funding through the Nebraska Department of Environment and Energy (NDEE). Because the SRF Loan funding of funded through the EPA Capitalization Grant the construction manager shall conform to all applicable State and Federal regulations and recognized industry, safety, environmental, and standards. Private funds will not be used in the completion of this project but that may be subject to change.

4. Requirements for Request for LOI's

LOI will be accepted from the prospective CMAr from which specific information is being furnished. Prequalified CMAr's must be able to enter into a contract for and directly manage this project from the office location identified as the principal office in the qualification's information. In order to be considered for prequalification, the construction manager must fully furnish all of the qualification information requested herein. Failure to submit the requested qualifications information in the manner prescribed will be considered nonresponsive and may result in rejection of the submittal in its entirety.

Prospective CMAr's shall furnish all of the following qualification information.

A. FIRM INFORMATION

Limit section to two (2) pages.

- A.1 Briefly describe the organizational structure of the firm for which LOI is being furnished. Include the name and address of the firm, the location of the firm's office (principal office) from which most work will be directed, the proximity of the firm's corporate headquarters/home office to the SCCWWA, and the type of business (e.g., corporation, partnership, individual, joint venture or other).
- A.2 Provide a brief summary of the history, reputation, integrity, capability, and character of the firm. Include the number of years the firm has been providing construction services as a construction manager at the principal office location indicated above.
- A.3 Include a summary of the firm's personnel employed in the firm's office for which this information is being furnished.

B. PRE-CONSTRUCTION AND CONSTRUCTION PHASE SERVICES

Limit section to two (2) pages.

- B.1 Provide a brief description of both the Pre-construction Phase services and the Construction Phase services that are customarily provided by the firm for this type of project procurement method.

C. RELEVANT PROJECT EXPERIENCE

Limit section to three (3) pages.

- C.1 Provide a list and description of at least three (3) relevant projects of a similar scope (\$30M to \$50M) and complexity for which the firm has provided or is providing construction services required for this project.

For each project listed, also provide the current phase of the project development, the original Guaranteed Maximum Price, the final construction cost (for completed projects), the scheduled date for completion of the project, the actual completion date (for completed projects), and the type of construction services that were provided (e.g., CMaR).

Include contact references (Owner contact and Designer contact) for each of the projects described.

- C.2 Identify those projects for which the construction work was started prior to the completion of all contract documents ('Fast-Track').

D. PROJECT ORGANIZATION AND PERSONNEL RESOURCES

Limit section to three (3) pages.

- D.1 Briefly describe the firm's proposed organizational structure for management, operations, and supervision of this project. Identify experience and qualifications, and planned duration of involvement for key personnel that will be a part of the Project Team during both the Pre-construction Phase and the Construction Phase of this project.

- D.2 Describe the current workload of firm. Does the firm have the ability to assign needed resources to this project?

E. PROJECT MANAGEMENT AND METHODS

Limit section to four (4) pages.

- E.1 Briefly describe the firm's philosophy and methods in establishing and managing project contingency for a project of this scope and complexity.

- E.2 Describe the way in which project schedules are developed, monitored, and maintained through completion of construction.

- E.3 Provide a description of the way in which the firm identifies prices and manages changes to the work, related to project contingency and related to scope changes.

- E.4 Include a statement confirming that the firm has reviewed and acknowledges the anticipated timeline for design and construction of this project.
- E.5 Provide any comments/exceptions related to the anticipated timeline based on the firm's experience with the design and construction of similar projects.

Expected Next Steps:

As described in the procedures and standards adopted by the SCCWWA on November 17, 2021, the expected next steps include:

- Request for Proposals (only those that have been prequalified and eligible to receive a request for proposal), and
- Proposal Evaluation / Contract Negotiations

It is also expected that the pre-construction services will include:

- Value Engineering
- Constructability Reviews
- Procurement Planning and Potential Early Procurement of Long Lead Items
- Review and Input on Construction Documents
- Development of a Risk Register and Recommended Contingencies
- Preparation of a Guaranteed Maximum Price (GMP) at 60-percent design
- Negotiation of a Final Contract Price following GMP review
- It is likely that the CMAR will not be required to price General Conditions or Profit, as these would be negotiated as part of the GMP.

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