

CITY OF MERRITT

AGENDA FOR THE SPECIAL COUNCIL MEETING OF THE CITY OF MERRITT  
COUNCIL, TUESDAY, JULY 30, 1996 AT 7:00 P.M., WEST AUDITORIUM  
CIVIC CENTRE CITY HALL, 2185 VOGHT STREET, MERRITT, B.C.

---

	<u>AGENDA</u>	<u>PAGE</u>
1.	<u>PRESENT:</u>	
2.	<u>CALL TO ORDER:</u>	
3.	<u>ADOPTION OF THE AGENDA:</u>	
	a) Special Council Meeting, July 30/96	1-2
4.	<u>PUBLIC HEARING:</u> Nil.	
5.	<u>PETITIONS/DELEGATIONS:</u> Nil.	
6.	<u>ADOPTION OF THE MINUTES:</u> Nil.	
7.	<u>BUSINESS ARISING FROM THE MINUTES:</u>	
8.	<u>UNFINISHED BUSINESS:</u>	
9.	<u>REPORTS:</u>	
	a) Truck Route	
	1. Memo, July 25/96	3-4
	2. Jonathan Huggett, July 25/96	5-22
	b) Arena Retrofit	
	1. Merritt Centennials, July 24/96	23
	2. Letter, July 29/96	24

**CITY OF MERRITT SPECIAL COUNCIL MEETING, TUES., JULY 30/96**

**10. BYLAWS:**

- a) City of Merritt Temporary Borrowing (Truck Route Construction) 25-26  
Bylaw No.1574, 1996.- **SUBMITTED FOR ADOPTION.**
  
- b) Collettsville Zoning Bylaws
  - 1. City of Merritt Official Community Plan Amendment 27-30  
Bylaw No. 1996.- **SUBMITTED FOR FIRST, SECOND READING.**
  
  - 2. City of Merritt Zoning Amendment Bylaw No., 1996. 31-35  
- **SUBMITTED FOR FIRST, SECOND READING.**

**11. CORRESPONDENCE:**

**12. NEW BUSINESS:**

- a) Appointment of Acting Deputy Clerk (Sukh Gill)

**13. ADJOURNMENT:**

# MEMORANDUM

**TO: MAYOR AND COUNCIL**  
**FROM: ADMINISTRATION**  
**DATE: JULY 25, 1996**  
**SUBJECT: TRUCK ROUTE FINANCES**

---

If Council decides to proceed with the proposed Truck Route, the expected budgeting process is as follows:

EXPENSE:

Contract	\$3,100,000.
Add. Engineering	10,000.
Administration & Interest	<u>140,000.</u>
	<u>\$ 3,250,000.</u>

REVENUE:

On hand	\$ 60,000.
Next year	200,000.
Province	715,000.
Federal	715,000.
Original Estimated Borrowing	915,000.
New Estimated Borrowing	645,000.
	<u>\$ 3,250,000.</u>

Council has budgeted \$100,000. per annum in each of the last two budgets to fund this project. In subsequent years, starting in 1997, Council will have to budget approximately \$200,000. to cover the debt payment.

....2/

Mayor and Council  
July 25, 1996  
Page 2

Council may wish to consider allocating a specific portion of the debt cost to the Heavy Industrial tax category as three of the mills were responsible for lengthening the route and therefore increasing costs. On the other hand, the truck route will promote economic growth, improve safety, traffic flow and aesthetics for everyone using our downtown core and keep our City's principal employers economically competitive. In addition, the mill's tax rate is already 8.4 times that of the residential rate.

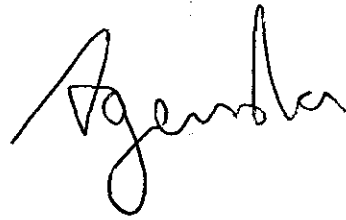
This decision need not be concluded until next year's annual budget when tax rates are determined.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'T.C. Day', with a large, stylized initial 'D'.

T.C. Day, Administrator

City of Merritt,  
2185 Voght Street,  
P.O.Box 189,  
Merritt,  
B.C.,  
V0K 2B0



25 July 1996

Attention: T.C. Day, Administrator.

Dear Mr. Day,

### **Merritt Truck Route Design/Build Proposal Evaluation**

#### **Introduction**

I have received today, the detailed technical evaluation of the three proposals for the Merritt Truck Route Design/Build Project from Urban Systems Ltd and their structural sub-consultant M.Milligan & Associates Ltd. I have also received your letter of 17 July 1996, enclosing the proposals submitted and the RFP for the Merritt Truck Route Project. The following is my detailed assessment of the three proposals, together with a recommendation of award for consideration by City Council.

#### **Evaluation Process**

The evaluation was conducted in two parts, financial and technical. The financial evaluation and scoring was undertaken directly by myself, in accordance with the principles given in Section 1.8.4 of the RFP. Based on the low price of \$3,370,500.00 submitted by SCI, a value of \$30,641 per value added point was established. Please note, while I have followed the technical assessment contained in the Urban Systems Ltd evaluation, I have not followed their points summary, which I believe to be incorrect. The principles defined in Section 1.8.3 of the RFP clearly require proponents to earn points, and "only superior performance will be awarded points" To that end I have assigned value added points on the basis of worth to the City, based on a value of \$30,641 per point.

I have attached my detailed evaluation sheets analyzing the three proposals received, and the financial calculations made. In my evaluation and recommendations to Council, I have also been careful to follow exactly the criteria and terms which were defined in the Request for Proposals issued to the proponents.

---

Jonathan R Huggett P.Eng  
Infrastructure Consultant

17283 20 Avenue, White Rock, British Columbia, Canada, V4B 5A8  
E-Mail: Jonathan.Huggett@mindlink.bc.ca  
Tel (604) 531 0441 Fax (604) 535 4112 Cellular (604) 671 2359

**Merritt Truck Route Design/Build Proposal Evaluation - 07/26/96****Page 2****Technical Evaluation Issues**

The technical evaluation issues broadly fall into the following categories:

- Geometric considerations such as grades, alignments etc.;
- Hydraulic performance considerations related to water flow and ice handling capabilities;
- Environmental performance including such issues as mitigation, impact, permits etc.;
- Maintenance and life cycle costs;
- Technical performance issues such as pavement design, and structure settlement issues.

Based on Urban Systems technical evaluation I have assigned points where I consider the City of Merritt would be justified in paying for superior features. The following are some specific issues which have been considered in the technical evaluation under each category above, and applied to the specific RFP evaluation sections:

**Design Functionality (Max 4 points)*****Geometric Considerations***

In the geometric category I have judged SCI and Neelco to be superior to Dawson for the following reasons:

- The maximum grades are 4% for SCI and Neelco, but 6% for Dawson. As grades are very important to truck routes I have assigned 3 points to Neelco and SCI with zero to Dawson.
- The Dawson alignment has no spirals making it inferior to SCI and Neelco. Again I award 0.5 points to both Neelco and SCI with zero to Dawson.
- I have awarded Neelco an additional 0.5 points for superior horizontal alignment with better minimum curve radii.

***Technical Performance***

Under technical performance I have identified the issues of pavement design, and ability to deal with structural settlements. The following are the specific evaluation issues:

- SCI have proposed a superior pavement construction over that specified. The issue of course is whether that is necessary, and so justifies Merritt paying more for it. The other proponents have gone with the specified pavement. I have assumed that the SCI pavement will have a longer life span and have therefore awarded one value added point to SCI over the other proponents.
- The structural advisor has assessed that the single span SCI bridge has better settlement characteristics in that it is a single span versus the other three span structures and it has a common foundation condition. Dawson for example mixes piles and spread footings.

**Merritt Truck Route Design/Build Proposal Evaluation - 07/26/96**

Page 3

The evaluation criteria in the RFP limit the differential value added points for technical performance to 4. On that basis I give Neeleo and SCI 4 each and zero to Dawson. However in this case, I am satisfied that increasing the number of points available would not impact the outcome of the recommended preferred proponent, though it would have been highly desirable.

**Design Rationale (Max 4 points)**

I have included for the following issues in this category:

- Hydraulic Performance

Table 3.1 of the RFP has defined the hydraulic design criteria. The required waterway opening is defined as 65 - 100 m. and Urban Systems advise me this is the square as opposed to skewed opening. It is very unclear. As the three proposals have skewed bridges of varying degrees, it is difficult to compare. I am taking the view at this stage that this opening is a recommended opening but not mandatory.

I am advised by Urban Systems that the SCI project has superior hydraulic performance because it has no intermediary supports which would trap ice and debris, and it has the largest square clear span with the lowest skew angle. It also has the highest minimum soffit elevation, 4 m higher than Neeleo and 2 m higher than Dawson.

On this basis I have awarded 2 value added points to SCI with zero to the other proponents.

**Archaeological / Environmental (Max 9 points)**

From the Urban Systems assessment SCI has the best written process approach to the environmental permitting issue. Dawson have done the best advance work in determining if the permits will be forthcoming. Neeleo have specifically declined to take on some of the risks associated with the environmental permitting process.

On this basis I have judged Dawson and SCI to be equal but Neeleo's proposal to be inferior. I have therefore awarded Dawson and SCI one point each, and Neeleo zero.

**Design /Construction Delivery Program (Max 18 points)**

The issues evaluated under this category were:

- Project Management
- Quality Management
- Construction staging/operations
- Project Schedule
- Project Reporting

**Merritt Truck Route Design/Build Proposal Evaluation - 07/26/96**

Page 4

From the Urban systems assessment and my own evaluation the key difference between the proponents is the quality management plan. I have awarded SCI one point and the others zero on the basis that SCI's quality management plan is significantly superior and gives confidence that the finished product will be of the highest possible quality.

I have on your advice, ignored the schedule option offered by Dawson Construction, because the site acquisition will not permit the schedule to proceed. Dawson are also not the preferred proponent based on the base case conditions.

**Issues Requiring Resolution**

If Council agrees with the recommendation that Walter & SCI be declared the preferred proponent, a negotiation will be required with the contractor before an award is made. The following outstanding issues must be addressed:

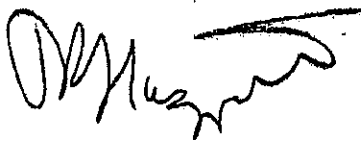
1. The contract should contain firm dates by which the contractor will be given access to the site. The access to the site can be phased, providing the contractor knows clearly which part of the site he gets on which dates.
2. Some detail clarification is required for various roadworks. I believe it to be in the contractor's scope of work, but we need to clarify what he has allowed for.
3. Any other issues that may arise following a face to face meeting.

**RECOMMENDATION**

THAT THE COUNCIL OF THE CITY OF MERRITT DECLARE THAT WALTER & SCI CONSTRUCTION (CANADA) LTD. BE DECLARED THE PREFERRED PROPONENT FOR THE TRUCK ROUTE DESIGN/BUILD PROJECT.

FURTHER, THAT STAFF AND ITS CONSULTANTS BE AUTHORIZED TO ENTER INTO FINAL NEGOTIATIONS WITH THE PREFERRED PROPONENT, LEADING TO THE FINALIZATION OF A CONTRACT FOR THE TRUCK ROUTE DESIGN/BUILD PROJECT.

Yours truly,



Jonathan R. Huggett P.Eng

## Merritt Truck Route Evaluation of Proposals

9

Evaluation Criteria	Walter & SCI Construction Ltd	Dawson Construction Ltd.	Neeko Construction Inc..
Total Guaranteed Maximum Price	\$3,370,500.00	\$3,518,481.00	\$3,825,250.00
Calculated value per point based on Walter & SCI Bid	\$30,641	\$30,641	\$30,641
Price score based on Walter & SCI Bid	55 points as low bid	50 points due to formula	40 points due to formula
<b>Mandatory Elements:</b> 1. Completeness 2. Minimum Design Criteria 3. Minimum Risk Criteria 4. Minimum Management Criteria 5. Proposal Security Deposit 6. Mobilization and Demobilization Max.	10% bid bond submitted  Mob. 2.37% (2.5% max) Demob. 0.45% (1.5% max)	10% bid bond submitted - consent of surety  Mob. 2.33% (2.5% max) Demob. 0.91% (1.5% max)	\$5000 certified cheque - 10% Bid Bond + consent of surety Mob. 2.27% (2.5% max) Demob. 0.39% (1.5% max)
Design Construction Delivery Program (18 points):	SCI's quality management plan is significantly better than the other proponents. There are no other significant differences  <b>(1 points)</b>	No operations plan presented. Quality management plan poorly defined. Schedule option not viable because of site access dates.  <b>(0 points)</b>	Weak quality assurance plan.  <b>(0 points)</b>

## Mellett Truck Route Evaluation of Proposals

21

<b>Evaluation Criteria</b>	<b>Walter &amp; SCI Construction Ltd</b>	<b>Dawson Construction Ltd</b>	<b>Neelco Construction Inc.</b>
Archeology, Environ. Other (9 points):	Single span bridge avoids piers in riparian zone. Well defined written process for obtaining permits <b>(1 points)</b>	Discussions already in progress to obtain permits. Good understanding of permitting required <b>(1 points)</b>	Neelco have declined to accept some environmental permitting risk <b>(0 points)</b>
Design Functionality (4 points):	Superior grades, bridge settlement abilities and pavement design <b>(4 points)</b>	Grades exceed maximum recommended <b>(0 points)</b>	Superior grades, and horizontal alignment <b>(4 points)</b>
Design Rationale (4 points)	Best hydraulic performance because of highest soffitt, widest clear span and lowest skew angle. <b>(2 points)</b>	Three span bridge <b>(0 points)</b>	Three span bridge <b>(0 points)</b>
Extraordinary Cost Savings (10 points):	None	None	None
<b>Total points awarded</b>	<b>63</b>	<b>51</b>	<b>44</b>
Recommendation	Advise that SCI are preferred proponent and begin negotiations	Advise that SCI are preferred proponent	Advise that SCI are preferred proponent

Date: 7/26/96 Time: 12:51:28 PM

From: Jonathan R. Huggett To: Tom Day

**DESIGN / CONSTRUCTION DELIVERY**

	SCI	Dawson	Neel-Co
<b>A. Project Management</b>			
Project Manager	<ul style="list-style-type: none"> <li>Douglas Kazakoff</li> <li>30+ years</li> <li>20+ years supervisory</li> </ul>	<ul style="list-style-type: none"> <li>Stan Burton</li> <li>20+ years</li> </ul>	<ul style="list-style-type: none"> <li>G. Romeyn</li> <li>D/B experience</li> </ul>
Construction Manager	<ul style="list-style-type: none"> <li>Douglas Kazakoff</li> </ul>	<ul style="list-style-type: none"> <li>Gord Prockners</li> <li>20+ years</li> <li>mostly roads</li> </ul>	<ul style="list-style-type: none"> <li>G. Vanderbrink</li> <li>mostly bridge</li> </ul>
Team Cohesiveness	<ul style="list-style-type: none"> <li>SCI/PBK - D/B</li> <li>large team</li> </ul>	<ul style="list-style-type: none"> <li>very close</li> <li>small/manageable</li> <li>change in bridge contractor at last minute</li> </ul>	<ul style="list-style-type: none"> <li>good</li> <li>large team</li> </ul>
Design Manager	<ul style="list-style-type: none"> <li>Scott Anderson</li> <li>15+</li> <li>roads / bridges</li> </ul>	<ul style="list-style-type: none"> <li>Eric Weins</li> <li>8 years</li> <li>little road/bridge</li> </ul>	<ul style="list-style-type: none"> <li>R. Parsons</li> <li>30+</li> <li>large projects</li> </ul>
Overall	<ul style="list-style-type: none"> <li>well laid out</li> <li>good progress tracking</li> </ul>	<ul style="list-style-type: none"> <li>tight team</li> <li>local</li> <li>Newport good but lesser experience</li> <li>Newport late addition</li> <li>cost control</li> </ul>	<ul style="list-style-type: none"> <li>Terra</li> <li>Envirowest</li> <li>cost control?</li> </ul>
<ul style="list-style-type: none"> <li>SCI has well-defined management structures</li> <li>others good, but proposal lacking detail to give better scores</li> </ul>			
<b>B. Quality Management</b>			
Quality Process	<ul style="list-style-type: none"> <li>exceptionally well-defined process</li> <li>documented</li> </ul>	<ul style="list-style-type: none"> <li>formalized internal (Stanley) TQM</li> <li>on-site engineer</li> <li>Dawson responsible but Stanley TQM?</li> <li>project process not defined</li> </ul>	<ul style="list-style-type: none"> <li>each design discipline responsible for own</li> <li>no specifics</li> <li>very weak</li> </ul>
Design Quality Control	<ul style="list-style-type: none"> <li>very well defined</li> <li>checklists</li> </ul>	<ul style="list-style-type: none"> <li>use Agra for testing</li> <li>defined responsibilities</li> <li>specifics not clear</li> </ul>	<ul style="list-style-type: none"> <li>review of calculations only</li> <li>no program/process</li> </ul>
Construction Quality Control	<ul style="list-style-type: none"> <li>excellent</li> </ul>	<ul style="list-style-type: none"> <li>will forward tests etc. at project completion</li> <li>no responsibility</li> </ul>	<ul style="list-style-type: none"> <li>very weak</li> <li>no process</li> </ul>
Quality Assurance	<ul style="list-style-type: none"> <li>very good</li> </ul>	<ul style="list-style-type: none"> <li>weak</li> </ul>	<ul style="list-style-type: none"> <li>very weak</li> </ul>

11

	SCI	Dawson	Neel-Co
<b>B. Quality Management (Continued)</b>			
Inspection / Documentation	• very good	• construction testing • documentation??	• establishment of checklist
City Access	• defined	• flexible • open ended	• not defined
<ul style="list-style-type: none"> <li>➤ SCI - awesome - the way it should be</li> <li>➤ SCI has well defined management structures</li> <li>➤ Dawson - it's there, but not defined at all - unclear responsibilities</li> </ul>			
<b>C. Operations Plan</b>			
Site Management	• basic but complete	• none	• good
Materials Handling	• will provide traffic control		
Other	• signing, point marking		
<ul style="list-style-type: none"> <li>➤ SCI - basic but complete</li> <li>➤ Dawson - did not provide</li> <li>➤ Neel-Co basic but complete</li> </ul>			
<b>D. Project Schedule</b>			
	Aug. 11/97 (winter shutdown)	Jan 2/96 alt. Aug 15/97	September 19/97

10

**DESIGN FUNCTIONALITY**

	<b>SCI</b>	<b>Dawson</b>	<b>Niel-Co</b>
<b>A. Road Design</b>	<ul style="list-style-type: none"> <li>• 2 - 150 m curves</li> <li>• 2 (30 m curves)</li> <li>• 4% grade for 260 m</li> <li>• design "look" is higher standard</li> <li>• several horizontal curves</li> <li>• spirals</li> </ul>	<ul style="list-style-type: none"> <li>• 2 - 150 m curves</li> <li>• 6% maximum grade</li> <li>• vertical dips</li> <li>• no spirals</li> <li>• grades high - over 4% for 430m</li> </ul>	<ul style="list-style-type: none"> <li>• 15% smallest</li> <li>• 4% grade for 460 m</li> <li>• vertical dips</li> <li>• all minimum requirements met</li> <li>• horizontal curves acceptable - include spirals</li> </ul>
<b>B. Hydrotechnical</b>	<ul style="list-style-type: none"> <li>• no piers, single span</li> <li>• 4 - 1000<math>\phi</math> CMP</li> <li>• 43 m waterway opening</li> <li>• minimum soffit of 608.9 m</li> </ul>	<ul style="list-style-type: none"> <li>• waterway openings of 44 m, 36 m, 18 m</li> <li>• minimum soffit of 606.5 m</li> <li>• 2 - 800 <math>\phi</math> CMP</li> <li>• 3 spans</li> </ul>	<ul style="list-style-type: none"> <li>• minimum soffit of 604.8</li> <li>• waterway openings of 42 m, 20 m, 12 m</li> <li>• 3 spans</li> <li>• 4 - 1000 <math>\phi</math></li> </ul>
<b>C. Pavement</b>	<ul style="list-style-type: none"> <li>• width 7.2 m</li> <li>• shoulder 1.5 m</li> <li>• asphalt 75 mm</li> <li>• crushed gravel base 150 mm</li> <li>• subbase 350 mm</li> </ul>	<ul style="list-style-type: none"> <li>• per spec</li> </ul>	<ul style="list-style-type: none"> <li>• per spec</li> </ul>
<b>D. Electrical</b>	<ul style="list-style-type: none"> <li>&gt; all equal</li> </ul>	<ul style="list-style-type: none"> <li>&gt; all equal</li> </ul>	<ul style="list-style-type: none"> <li>&gt; all equal</li> </ul>

**ENVIRONMENTAL MANAGEMENT**

	<b>SCI</b>	<b>Dawson</b>	<b>New-Co</b>
<b>A. Environmental Approvals</b>	<ul style="list-style-type: none"> <li>• excellent I.D. of required permits</li> <li>• environmental specs should be sufficient</li> </ul>	<ul style="list-style-type: none"> <li>• have had considerable discussions with MELP/DFO</li> <li>• very good potential for approval</li> </ul>	<ul style="list-style-type: none"> <li>• good approach to MELP/DFO</li> <li>• knowledge of "local" authorities weak</li> <li>• have not discussed specifics</li> </ul>
<b>B. Construction Monitoring</b>	<ul style="list-style-type: none"> <li>• provision of Env. Supervisor</li> <li>• on-site env. monitor</li> <li>• specific conditions identified</li> <li>• process well laid out</li> </ul>	<ul style="list-style-type: none"> <li>• siltation control defined</li> <li>• little other</li> <li>• no environmental monitor</li> </ul>	<ul style="list-style-type: none"> <li>• very well defined</li> <li>• env. monitor</li> <li>• specifics good</li> <li>• no construction specs</li> </ul>
<b>C. Mitigation</b>	<ul style="list-style-type: none"> <li>• specific mitigation not well defined, but process to ID mitigation good</li> </ul>	<ul style="list-style-type: none"> <li>• not detailed, but has ok from key approval agencies</li> <li>• no process addressing unforeseen circumstances</li> </ul>	<ul style="list-style-type: none"> <li>• very good - includes net gain, opportunities for revegetation</li> <li>• will not accept risk of not receiving approvals</li> </ul>
<b>D. Archaeology</b>	<ul style="list-style-type: none"> <li>• good</li> </ul>	<ul style="list-style-type: none"> <li>• none noted in proposal</li> <li>• Bastion Group works for local Band</li> </ul>	<ul style="list-style-type: none"> <li>• Areas</li> <li>• not mentioned in proposal</li> </ul>

**DESIGN RATIONALE**

SCI	Dawson	Neel-Co
<ul style="list-style-type: none"> <li>• shortened bridge trades structural work for earthwork</li> <li>• smaller bridge footprint</li> <li>• alignment more south reducing loss of riparian</li> <li>• clear space</li> <li>• higher bridge</li> <li>• cut/fill balanced</li> <li>• settlement tolerant MSE retaining walls</li> <li>• designed to minimize maintenance with settlement tolerant structures</li> <li>• Golder is doing research on old mines</li> <li>• mines issue addressed in the design</li> <li>• net present value of bridge maintenance is about \$5,500 higher than Dawson (total for 20 year period), but is more complete than Dawson Maintenance program</li> </ul>	<ul style="list-style-type: none"> <li>• length of road in floodplain minimized</li> <li>• bridge - 3 span crossing entire floodplain</li> <li>• no piers in the wetted perimeter</li> <li>• detailed utility design</li> </ul>	<ul style="list-style-type: none"> <li>• road constructed on south hillside, not floodplain</li> <li>• piers not in Coldwater River</li> <li>• less skewed alignment</li> <li>• less curve on bridge</li> <li>• use of sidewalk width for sightlines</li> <li>• open abutments</li> <li>• balanced earthworks</li> <li>• cast-in-place construction</li> </ul>

~~M. MILLIGAN & ASSOCIATES LTD.  
203, 655 Victoria Street, Kamloops, B.C. V2C 2G7 Fax: (604) 374-7033~~

FAX TRANSMISSION COVER SHEET

Date: July 26/96  
To: Stephen Power - UBCSW  
Fax: 374-5334  
Re: City of Merritt - Track Route  
Project: 2856  
Sender: **M.F. MILLIGAN, P.ENG.**

FAXED

YOU SHOULD RECEIVE 7 PAGE(S) INCLUDING THIS COVER SHEET.  
IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (604) 374-5333.

As requested, enclosed is our technical bridge design assessment and evaluation of the detailed submissions, specifically the SCI and Dawson proposals, for the City of Merritt's Track Route.

As indicated in the attached letter, technically we feel the SCI design will provide the better structure in terms of operation, layout and configuration. Also, we consider that the SCI design will offer a lower long term maintenance cost for the facility.

Please review and give us a call if you have any questions.  
Dina Klein



**M. MILLIGAN & ASSOCIATES LTD.**  
**Consulting Engineers**

203 - 655 Victoria Street, Kamloops, B.C. V2C 2B3  
Phone: (604) 374-5433 Fax: (604) 374-7022

July 24, 1996

Mr. Stephen Power, P. Eng.  
URBAN SYSTEMS LTD.  
7 St. Paul Street West  
Kamloops, B.C.  
V2C 1E9

Dear Mr. Power:

As requested, we have evaluated the three detailed bridge proposals from Walter SCI Construction Ltd., Dawson Construction Ltd. and Neelco Construction (1986) Inc. for the Design/Build Truck Route for the City of Merritt. From our conversations with your Mr. Brian Hobbs P. Eng, it is understood that the Neelco Construction proposal is more expensive than the other two proposals. As a result, we did not spend a lot of time evaluating the Neelco Construction proposal. Furthermore, it is also understood that the SCI and Dawson Construction proposals are relatively close, budget wise. Consequently, we concentrated our assessments on these two proposals.

From our evaluations of the SCI and Dawson proposals, we feel that the SCI bridge proposal is superior to the Dawson proposal. Some of the reasons for this are given below:

- the SCI bridge proposal provides for a 51m single span structure in comparison to the Dawson 98m bridge which incorporates three spans. The SCI proposal eliminates the need of piers in the river thus making potential flood/debris/ice jam

**M. Milligan & Associates Ltd.**

problems less of a concern. Environmentally, we feel that the single span structure would also be more acceptable than a structure with piers.

the SCI bridge proposal is at less of a skew to the Coldwater River and marginally less slope gradient than the Dawson bridge proposal. The reduction in the skew angle provides for better sight distances. Both bridge configurations have no horizontal curve.

SCI addresses water control on the deck with a 2% cross-fall. Dawson makes no reference to this, however a crown on the deck is indicated on the drawing.

for both bridge proposals, the abutment foundation loads are supported on spread footings in the abutment fills. It is understood that the possibility of old mine workings may be present in this area.

As a result, there may be some concern with potential settlement of the abutment fill/footing system. We have not reviewed the extent of these potential mine workings in this area, however, based on past experience and the vintage of these workings, we do not feel that this will be a major problem.

Regardless, for the abutment fills, the SCI proposal provides for the installation of Mechanically Stabilized Earth Technology and engineered fills which is a much superior system to the Dawson engineered fills.

**M. Milligan & Associates Ltd.**

- with the Dawson proposal, the piers are supported on driven steel piles while the abutment footings are spread footings as described above. For a bridge structure, when different foundation systems are utilized, the potential for differential settlement across the structure becomes more of a concern.
- with the SCI proposal, a rip-rap blanket is shown at the toe of the MSE walls. In the Dawson proposal, rip-rap blankets at the toe of the abutment fills are not shown.
- overflow culverts in the north abutment fills comprise of 4x1000 mm pipes and 2x800 mm pipes for the SCI and Dawson proposal respectively
- the running bridge width is 10,200 mm and 10,000 mm for the SCI and Dawson proposal respectively.
- the walkway width shown on the bridge cross-section is 1,750 mm and 1,500 mm for the SCI and Dawson proposal respectively.
- in the SCI proposal, the concrete deck has a 50mm high density concrete overlay for the running surface. This will provide better deck durability and also lower long term maintenance costs. In the Dawson proposal, a running surface over the concrete deck is not indicated.

**N. Milligan & Associates Ltd.**

- the SCI proposal uses three steel girders whereas the Dawson proposal uses four concrete girders. There may be some savings in construction time using the reduced number of girders.

In the SCI proposal, the type of bearings proposed provide lateral and seismic restraint to the deck and end walls. In the Dawson proposal, the bearings are reinforced elastometric with restraint against uplift and over-turning. It is considered that the SCI bearing proposal is superior to the Dawson bearing proposal.

From a long-term maintenance cost, we would expect the shorter bridge, as proposed by SCI, to have a lower overall maintenance cost than the longer bridge. Included in this maintenance work would be the reduction of work associated with expansion/contraction joint replacement for the shorter bridge span. With the Dawson proposal, additional maintenance costs would also be incurred with the bridge piers e.g., washing, etc.

From the evaluation of these two proposals, we consider the SCI proposal provides technically more concise information relating to the bridge design than the Dawson proposal. Overall structural design information, work methodology and construction strategy are more detailed and clear in the SCI proposal compared to the Dawson proposal which is vague in some areas.

As indicated in the preliminary proposals received on this project, we feel that the bridge design capabilities for SCI i.e. PBK, have excellent depth and resources. For the Dawson proposal, we consider that the local Stanley team design experience and capabilities are somewhat less.

2.

**M. Milligan & Associates Ltd.**

In the comparison of bridge contractors that will be involved in the execution of the field work, Walter SCI Construction Ltd. have greater depth resources and capabilities in comparison to Newport Structure Ltd. (Dawson proposal). Consequently, we consider that in the completion of the bridge construction field work and associated required project management work, there would be a significant advantage with the SCI proposal.

From the above, our assessment of these two proposals in the Evaluation Process as outlined in Section 1.8 of the Request for Proposals would be shown in Table 1.0. This assessment was undertaken by Mr. Milligan and Mr. Wentland and the results averaged.

**Table 1.0  
Design/Build - Truck Route  
City of Merritt  
Evaluation Assessment**

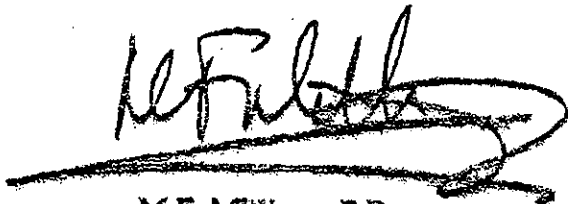
Item	Contractor	
	SCI	Dawson
Section 1.8.2 Mandatory Elements	Pass	Fail (bridge slope > 4%)
Section 1.8.3 Management, Risk & Functionability		
(a) Design/Construction Delivery Program - Project Management & Construction Staging/Operations	6 points*	4 points*
(b) Design Functionability	4 points	2 points
(c) Design Rationale	4 points	2 points

\* based on a total of about 7 points

**M. Milligan & Associates Ltd.**

**Please contact us if you have any questions with regard to the above.**

**Yours truly,**

A handwritten signature in black ink, appearing to read 'M.F. Milligan', with a large, sweeping flourish underneath.

**M.F. Milligan, P.Eng.**

**MFM/jmb  
FILE: 2856A  
7886A1**

2c



# Merritt Centennials

Jr. A Hockey Club

Box 1730, Merritt, B.C., V1K-1C1

Ph: 604-378-3607, Fax: 604-378-3609

City of Merritt  
Clara R. Norgaard, Mayor  
Box 189 Merritt, B.C., V1K-1C1

July 24, 1996

**Subject : Nicola Valley Memorial Arena Retrofit**

Your Worship;

Pete Tambolini, Jeff Norburn, and myself spent some time going through the arena yesterday and it is apparent that it is considerably behind schedule. From the Merritt Centennials perspective, every day that we need to travel to Logan Lake for practice (every week day) will cost us about \$400.00. Each additional out of town "Home Game" will cost us an additional \$2500.00 over the cost of games in our own rink. This is cash we can ill afford to put out for practice times, or for "Home Games".

We recognize Action Construction has a contract that allows them to be on site until the end of October, and at this speed they certainly will be, however the initial schedule put us in the rink about mid-August just for practices, and at the BCJHL AGM held June 15th, we scheduled our first two "Home Games" in September, for Princeton and Kamloops.

We have scheduled our home opener for **October 11th**, as we were told the rink was considerably ahead of schedule, and would likely be completed by Sept.23, so we allowed an extra 3 weeks, convinced this would be ample. For a project of this magnitude, there is extremely slow progress, particularly when compared to other projects underway in the community. A very small workforce is on site.

It is a constant financial struggle to keep the Merritt Centennials in town, and it is only possible through generous donations from many people in town, that we can maintain the longest running team in the province, in the smallest community to host a franchise.

It would indeed be unfortunate if the retrofit schedule contributed additional unexpected losses to a point where our owners and partners were unwilling to continue supporting the club. This would be a tremendous loss to the community.

Thank you for your concern.

  
Jerry Sanders, President, Merritt Centennials  
c.c. City Councillors, Eric Weins, Stanley and Associates

23



# CITY OF MERRITT

---

July 29, 1996

Jerry Sanders  
President, Merritt Centennials Hockey Club  
Box 1730  
Merritt BC  
V1K 1C1

2185 VOGHT STREET  
P.O. Box 189  
MERRITT, B.C. V0K 2B0  
(604) 378-4224  
FAX (604) 378-2600

Dear Jerry:

This letter is in response to your correspondence of July 24, 1996 regarding the construction schedule for the Nicola Valley Memorial Arena. While we are aware that the arena closure has a financial impact on the operation of the Centennials Hockey Club it should be noted that the anticipated opening date for the arena is not currently behind schedule. The decision to include the new reheat slab and dasher boards and glass extended the project completion date to October 31. This decision was made with the support of the design committee, and included representatives from the Merritt Centennials organization.

While construction schedules developed by Action Construction early in the project have shown completion by September 30, they are not contractually required to complete until October 31. It is expected that ice will be available for practices by October 14. Action Construction acknowledges that completion by the end of September is no longer anticipated.

While we recognize that the unavailability of the arena results in increased costs to operate the Centennials, these costs were not unexpected. The project completion date of October 31 was accepted by the design committee when the addition work was added to the contract.

We will continue to work with the contractor and engineer to ensure the project is completed on schedule. Please feel free to contact Jeff Norburn at the Aquatic Centre should you have any questions regarding the arena project.

Yours Truly,

Clara R. Nogaard,  
Mayor

**CITY OF MERRITT**

**BYLAW NO. 1574**

---

**BEING A BYLAW TO AUTHORIZE TEMPORARY BORROWING PENDING THE  
SALE OF DEBENTURES.**

---

**WHEREAS**, it is provided by Section 342 of the Municipal Act being Chapter 290, R.S.B.C., 1979, that the Council may, where it has adopted a loan authorization bylaw, without further assents or approvals, borrow temporarily from any person under the conditions therein set out;

**AND WHEREAS**, the Council has adopted Bylaw No. 1454, cited as "City of Merritt Truck Route Loan Authorization Bylaw No. 1454, 1994", authorizing the construction of a Truck Route in the amount of Nine Hundred and Fifteen Thousand Dollars (\$915,000.00)

**AND WHEREAS**, the sale of the said debentures has been temporarily deferred;

**NOW THEREFORE**, the Council of the City of Merritt in open meeting assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited as "**CITY OF MERRITT TEMPORARY BORROWING (TRUCK ROUTE CONSTRUCTION) BYLAW NO. 1574, 1996**".
2. The Council is hereby authorized and empowered to borrow an amount or amounts not exceeding the sum of Nine Hundred and Fifteen Thousand Dollars (\$915,000.00), as the same may be required.
3. The form of obligation to be given as acknowledgment of the liability shall be a promissary note or notes bearing the corporate seal and signed by the Mayor and the Treasurer payable on or before the 31st day of December, 1998.
4. The money so borrowed shall be used solely for the purposes set out in said Bylaw No. 1454.
5. The proceeds from the sale of the debentures or so much thereof as may be necessary shall be used to repay the money so borrowed.

**CITY OF MERRITT  
BYLAW NO. 1574  
PAGE 2**

**READ A FIRST TIME this 25th day of June , 1996.**

**READ A SECOND TIME this 25th day of June , 1996.**

**READ A THIRD TIME this 25th day of June , 1996.**

**ADOPTED this day of , 1996.**

---

C.R.Norgaard, MAYOR

---

T.C.Day, ACTING CLERK

# *City of Merritt*

## **BYLAW NO. 1583, 1996**

---

**A BYLAW TO AMEND THE CITY OF MERRITT OFFICIAL COMMUNITY PLAN  
BYLAW NO. 1460, 1994.**

---

**WHEREAS** the Council of the City of Merritt has adopted an Official Community Plan pursuant to the *Municipal Act*;

**AND WHEREAS** the Thompson-Nicola Regional District has adopted the "Nicola Valley Official Community Plan Bylaw No. 1450,1996" pursuant to the *Municipal Act*;

**AND WHEREAS** the City of Merritt has extended its boundaries, being "Collettville and Other Areas" west, east and north of the City, and said areas were incorporated into the City of Merritt Supplementary Letters Patent on November 16, 1995;

**AND WHEREAS** pursuant to the City of Merritt Supplementary Letters Patent dated November 16, 1995, Council has the authority and finds it desirous to rescind these portions of the Thompson-Nicola Regional District "Nicola Valley Official Community Plan Bylaw No. 1450, 1996" that apply to "Collettville and Other Areas" and replace these with statements and designations developed by the City of Merritt;

**AND WHEREAS** the Council of the City of Merritt wishes to amend the City of Merritt Official Community Plan to include statements and designations for "Collettville and other Areas";

**AND WHEREAS** the Council of the City of Merritt has examined the proposed amendments in conjunction with its most recent capital expenditure program under Section 266 of the Municipal Act, and any waste management plan or economic strategy plan that is applicable in the municipality to ensure consistency between them;

**AND WHEREAS** Council has referred the proposed amendments to the Agricultural Land Commission for comment;

**AND WHEREAS** Council has referred the proposed amendments to the Board of the Thompson-Nicola Regional District for comment;

**AND WHEREAS** the Council of the City of Merritt has held a Public Hearing on the proposed amendments to the Official Community Plan;

**NOW THEREFORE** the Council of the City of Merritt in open meeting assembled, hereby enacts as follows:

1. That this bylaw shall be cited as "CITY OF MERRITT OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW NO. 1583, 1996".
2. That the portions of the Thompson-Nicola Regional District's "Nicola Valley Official Community Plan Bylaw No. 1450,1996" which apply to those areas of the City of Merritt which were brought within City boundaries pursuant to the City of Merritt Supplementary Letters Patent dated November 16, 1995 are hereby RESCINDED.
3. That the City of Merritt Official Community Plan Bylaw No. 1460, 1994 is hereby AMENDED as follows:
  - a. Schedule "B", the City of Merritt Official Community Plan Map is hereby AMENDED to include designations shown on Schedule "A" attached hereto and forming part of this bylaw.
  - b. Schedule "C", the City of Merritt Development Permit Areas is hereby AMENDED by adding the Development Permit Area, including basis for designation, justification and guidelines, shown on Schedule "B" attached hereto and forming part of this bylaw.
  - c. Policy 14.5 is REVISED to state "It is the policy of Council to pursue the implementation of the future truck route as shown on Schedule "B" of the Official Community Plan".
4. That the City of Merritt Official Community Plan Map being Schedule "B" of the City of Merritt Official Community Plan Bylaw No. 1460, 1994 is hereby AMENDED to depict the changes.

READ A FIRST TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

READ A SECOND TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

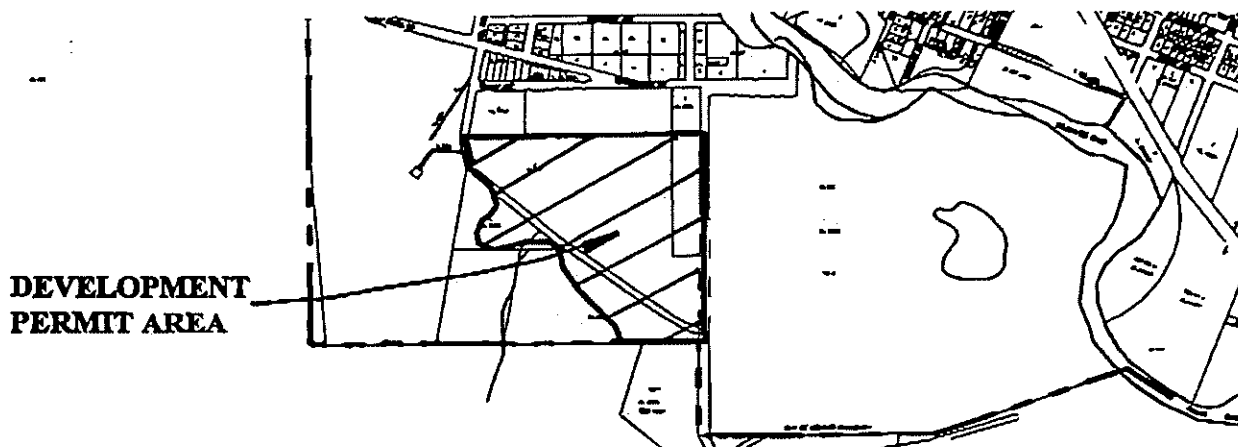
PUBLIC HEARING HELD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

READ A THIRD TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996

\_\_\_\_\_  
C.R. Norgaard, Mayor

\_\_\_\_\_  
Y.J. Porada, Clerk

*City of Merritt***BYLAW NO. 1583, 1996  
SCHEDULE "B"****1. Description**

Area bordered by Midday Valley Road to the east, Lindley Creek Road to the north and the steep hillside to the south and west, as outlined on the sketch above.

**2. Basis for Designation**

Designate as a development permit area pursuant to Section 945(4)(b) and 945 (4)(e) of the Municipal Act.

**3. Justification**

This is a light industrial area adjacent to residential lands located to the north. Furthermore, there are steep slopes abutting the Development Permit Area to the south. There are four specific concerns which must be addressed to ensure that the industrial and residential uses are compatible - dust control, visual impacts, traffic and noise generated by industrial activities. One objective of this designation is to reduce any potential conflicts and incompatibilities between adjacent light industrial and residential uses. The second objective is to ensure that any future light industrial development is protected from hazardous conditions.

**4. Guidelines**

- .1 No exposed soil surfaces will be permitted. Asphalt, concrete, gravel, turf or landscaped areas must be used in all areas not occupied by buildings. Also, storage piles must be located in sheltered areas and properly covered to ensure that they do not provide materials which could become airborne.
- .2 Light industrial areas must be screened from adjacent residential areas by means of a solid visual barrier and landscape buffer. The landscape buffer must meet the following requirements:

- Minimum width – 6 metres
- Constructed according to B.C. Landscape Standards
- All plants shall be appropriate to local climate and soil conditions
- Specific composition and other requirements for the landscape buffer are set out in the following table:

Type of Plant	Minimum Height and Spread*	Density	Maximum Spacing (on-centre)	Minimum Installed Size
Medium Shrub	1.5 - 2 metres	25 plants/100 m <sup>2</sup>	1.2 metres	#2 container
Tall Shrub	2.5 - 4 metres	15 plants/100 m <sup>2</sup>	2.0 metres	#5 container
Trees	8 metres	2 plants/100 m <sup>2</sup>	Varied	2.5 m height (conifer) 5cm caliper (deciduous)

\*Minimum height and spread at maturity (within 5-10 year period)

- Proper maintenance of the landscape buffer is essential
- .3 Lighting must be of a non-glare variety and designed so as not to fall on adjacent residential areas.
  - .4 Signs must be provided based on the following guidelines:
    - free standing signs must not exceed 4 meters;
    - sign bases must be landscaped;
    - fascia signs must be integrated with the building and relate to the building design.
  - .5 Truck traffic will not be permitted within the surrounding residential area and must use the truck route provided.
  - .6 A landscaped berm not less than 2 meters in height at its crest must be provided on the south side of the road which separates the adjacent residential and light industrial uses. If these uses are not separated by a road, the berm will be provided on the portion of the light industrial parcel adjoining the residential use.
  - .7 On-site drainage must be managed in a manner which does not result in impacts on adjacent properties.
  - .8 If development is proposed for lands abutting the steep slopes at the south and west of the Development Permit Area and/or if substantial earthworks are required to allow development, a detailed report certified by a Professional Engineer and prepared in accordance with good engineering practice will be required.

*City of Merritt*

**BYLAW NO. 1584, 1996**

---

A BYLAW TO AMEND THE CITY OF MERRITT ZONING BYLAW NO. 1530, 1995.

---

WHEREAS the Council of the City of Merritt has adopted the City of Merritt Zoning Bylaw No. 1530, 1995;

AND WHEREAS the Thompson Nicola Regional District has adopted "Zoning Bylaw No. 940, 1985;"

AND WHEREAS the City of Merritt has extended its boundaries, being "Collettsville and Other Areas" west, east and north of the City, and said areas were incorporated into the City of Merritt Supplementary Letters Patent on November 16, 1995;

AND WHEREAS pursuant to the City of Merritt Supplementary Letters Patent dated November 16, 1995, Council has the authority and finds it desirable to rescind those portions of the Thompson Nicola Regional District "Zoning Bylaw No. 940, 1985" that apply to "Collettsville and Other Areas" and replace these with zones and regulations developed by the City of Merritt;

AND WHEREAS the Council of the City of Merritt wishes to amend the City of Merritt Zoning Bylaw No. 1530, 1995 to include zones and regulations for "Collettsville and Other Areas".

AND WHEREAS the Council of the City of Merritt has held a Public Hearing on the proposed amendments to the Zoning Bylaw No. 1530, 1995;

NOW THEREFORE the Council of the City of Merritt, in open meeting assembled, hereby enacts as follows:

1. That this bylaw shall be cited as "City of Merritt Zoning Amendment Bylaw No. 1584, 1996".
2. That the portions of the Thompson Nicola Regional District's "Zoning Bylaw No. 940, 1985" which apply to those areas of the City of Merritt which were brought within City boundaries pursuant to the City of Merritt Supplementary Letters Patent dated November 16, 1995 are hereby RESCINDED.
3. That the City of Merritt Zoning Bylaw No. 1530, 1995 is hereby AMENDED as follows:

- a. Section 6.2.8 is ADDED as follows:

***Section 6.2.8 - R8 (Special Residential)***

**Statement of Purpose**

This zone provides for the use and development of single family dwellings on large lots.

**(1) Permitted Uses**

The following uses and no others shall be permitted in the area designated as R8:

- a) Single family dwelling
- b) Modular home
- c) Home occupation
- d) Accessory building

**(2) Regulations**

On a parcel located in an area designated as R8, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the following table. Column I sets out the matter to be regulated and Column II sets out the regulations.

**Column I****Column II**

.1 Maximum number of principal buildings	1 dwelling unit per parcel
.2 Minimum floor area requirements dwelling only	55 square meters
.3 Maximum floor area for accessory buildings	Shall not exceed the lesser of 10 percent of the area of the lot or 65 square meters
.4 Maximum height:	
• principal building	10 meters
• accessory building	4.85 meters
.5 Minimum siting from parcel lines:	
<i>Principal Building:</i>	
• front parcel line	6 meters
• rear parcel line	6 meters
• interior side parcel line	1.5 meters
• exterior side parcel line	3 meters
<i>Accessory Building</i>	
• front parcel line	6 meters
• interior side parcel line	1.5 meters
• exterior side parcel line	3 meters
• rear parcel line	1.5 meters
.6 Maximum parcel coverage	35 percent of the parcel area
.7 Minimum parcel size	1,220 square meters
.8 Minimum frontage	16.5 meters
.9 Minimum width of a single family dwelling and modular home	6 meters

b. Section 6.3.3 (3) is ADDED as follows:

**Section 6.3.3**

(3) Special Regulations

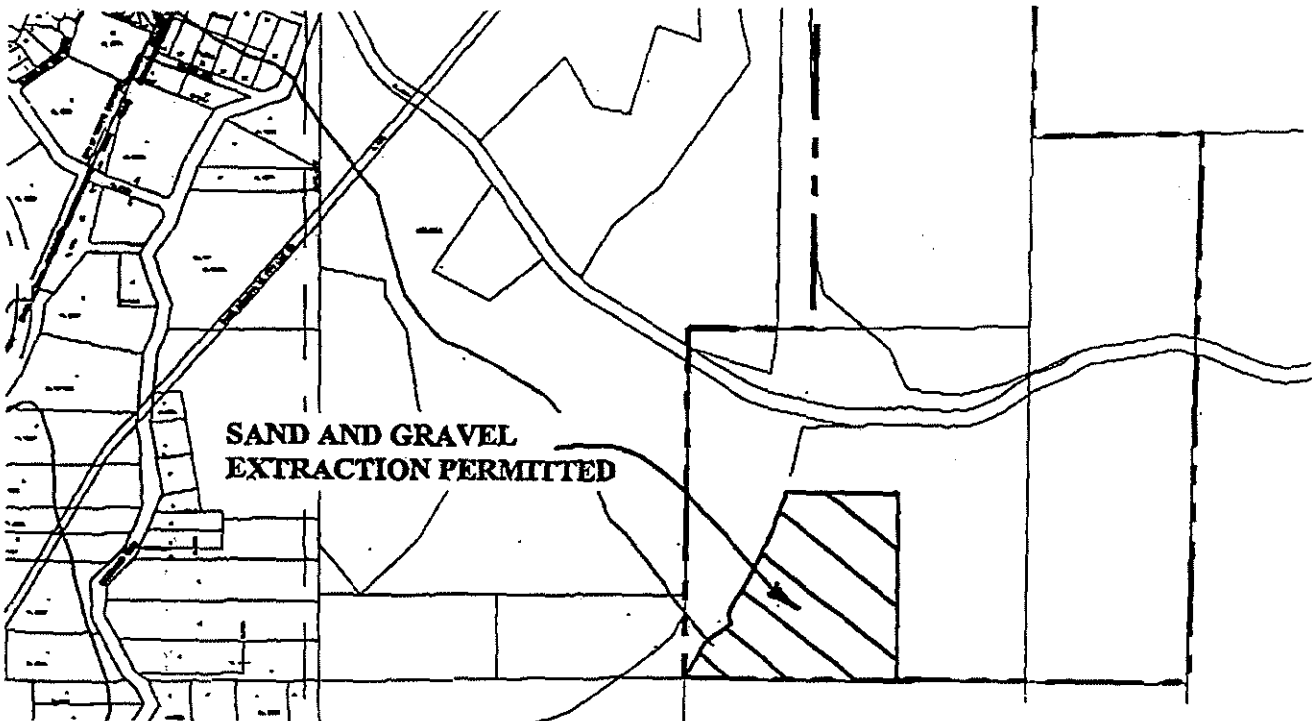
Notwithstanding Section 6.3.3(1), the only use permitted on Lot A, Plan 31180, TP 91, W6M; Lot 11, Plan 11461, TP 91, W6M; and Lot 33, Plan 707, TP. 91, W6M that lie within the C3 Zone is a machine welding shop and associated storage.

c. Section 6.5.4 (3) is added as follows:

**Section 6.4.4**

(3) Special Regulations

Notwithstanding Section 6.5.4(1), sand and gravel extraction is a permitted use on that portion of the SE 1/4, Section 11, TP 91, W6M shown on the sketch plan below.



- d. Section 4.4 is hereby amended to STRIKE the reference to the "C6 (Airport Commercial)" zone in the clause "Except in the C6 (Airport Commercial) zone" and REPLACE it with "C5 (Airport Commercial)".
  - e. The City of Merritt Official Zoning Map being Schedule "A" of the City of Merritt Zoning Bylaw No. 1530, 1995 is hereby AMENDED to include zoning designations shown on Schedule "A" attached hereto and forming part of this bylaw.
  - f. The City of Merritt Floodplain Map being Schedule "C" of the City of Merritt Zoning Bylaw No. 1530, 1995 is hereby AMENDED to include the floodplain area shown on Schedule "B" attached hereto and forming part of this bylaw.
4. That the City of Merritt Official Zoning Map and Floodplain Map being Schedules "A" and "C" respectively of the City of Merritt Zoning Bylaw No. 1530, 1995 are hereby AMENDED to depict the changes.

READ A FIRST TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

READ A SECOND TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

PUBLIC HEARING HELD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

READ A THIRD TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

RECEIVED MINISTRY OF TRANSPORTATION AND HIGHWAYS APPROVAL  
THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996.

ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 1996

\_\_\_\_\_  
C.R. Norgaard, Mayor

\_\_\_\_\_  
Y.J. Porada, Clerk

Bobbie

CITY OF MERRITT

**AGENDA FOR THE SPECIAL IN-CAMERA COUNCIL MEETING OF THE CITY OF MERRITT COUNCIL, TUESDAY, JULY 30, 1996 , MEETING ROOM #1, CIVIC CENTRE CITY HALL, 2185 VOGHT STREET, MERRITT, B.C.**

---

	<u>AGENDA</u>	<u>PAGE</u>
1.	<u>PRESENT:</u>	
2.	<u>CALL TO ORDER:</u>	
3.	<u>ADOPTION OF THE AGENDA:</u>	
	a) Special In-Camera Meeting, July 30/96	1
4.	<u>PUBLIC HEARING:</u> Nil.	
5.	<u>PETITIONS/DELEGATIONS:</u> Nil.	
6.	<u>ADOPTION OF THE MINUTES:</u>	
7.	<u>BUSINESS ARISING FROM THE MINUTES:</u>	
8.	<u>UNFINISHED BUSINESS:</u>	
9.	<u>REPORTS:</u>	
	a) A&W Trailer Sign	
10.	<u>BYLAWS:</u>	
11.	<u>CORRESPONDENCE:</u>	
12.	<u>NEW BUSINESS:</u>	
13.	<u>ADJOURNMENT:</u>	

**Active Mountain Entertainment Corp.**

Second Floor 613 - Fifth Avenue New Westminster B.C. V3M 1X3  
Telephone (604)525-3338 Fax (604)525-3382

**FAX TRANSMISSION**

July 29, 1996.

To: Tom Day  
The City of Merritt  
(604)378-2600

From: Claude Lelievre

1 Page only

Re: Acquisition of "right of way" to construct truck route by the City of Merritt

Dear Mr. Day...

Following our telephone conversation of this afternoon, I wish to confirm that our Company's Board of Directors had met last Wednesday to discuss the City's offer outlined in your letter dated June 13, 1996. I must apologize for my tardiness in conveying their decision; ...blame it on the Festival.

The Directors of A.M.E.C. hereby agree to the City's offer contained in your above mentioned letter. However, as I mentioned earlier on the phone, there are two points that remain for clarification:

- 1- The cost of main services stated in our conversation seems somewhat excessive. Would the City provide us with the contractor's final quote once you have secured a final bid and contract price?
- 2- During our June 12th. meeting, you had discussed the possibility of including the cost of main water and sewer services for the first 30 lots in the specified area funding as well. We would like to exercise that option and are in hopes that it will be made available to us as discussed.

I want you to know that the Directors of A.M.E.C. have made this decision based not only on the Company's future plans but also with the future of the City of Merritt in mind. We are pleased to be part of Merritt's bright future and look forward to a long and congenial relationship with the City's council members.

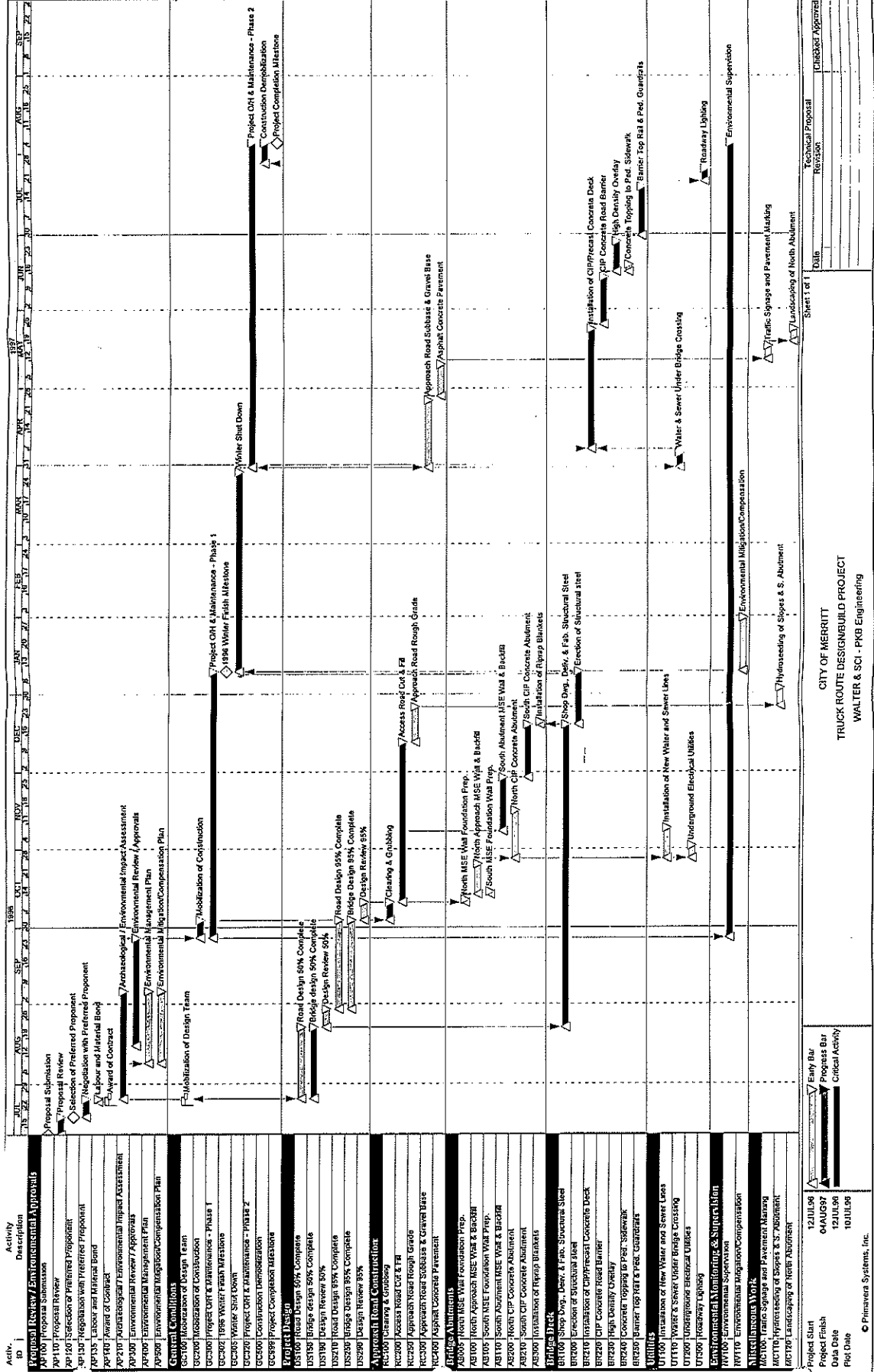
Sincerely yours,

Active Mountain Entertainment Corp.



Per: Claude Lelievre  
General manager

*"Makin' Music in Merritt Makes Sense"*



Activity ID	Description	Start Date	End Date
AP010	Proposal Submission	2016-07-15	2016-07-22
AP110	Proposal Review	2016-07-22	2016-08-05
AP120	Selection of Preferred Proprietor	2016-08-05	2016-08-12
AP130	Negotiation with Preferred Proprietor	2016-08-12	2016-08-26
AP135	Labour and Material Bids	2016-08-26	2016-09-02
AP140	Award of Contract	2016-09-02	2016-09-09
AP210	Architectural/Environmental Impact Assessment	2016-09-09	2016-09-23
AP220	Environmental Review/Approvals	2016-09-23	2016-10-07
AP230	Environmental Management Plan	2016-10-07	2016-10-14
AP235	Environmental Mitigation/Compensation Plan	2016-10-14	2016-10-21
CE010	General Conditions	2016-10-21	2016-10-28
CE020	Mobilization of Design Team	2016-10-28	2016-11-04
CE030	Mobilization of Construction	2016-11-04	2016-11-11
CE040	Project ORH & Maintenance - Phase 1	2016-11-11	2016-11-18
CE050	Winter Shut Down	2016-11-18	2016-11-25
CE060	Project ORH & Maintenance - Phase 2	2016-11-25	2016-12-02
CE070	Construction Demobilization	2016-12-02	2016-12-09
CE080	Project Completion Milestones	2016-12-09	2016-12-16
RD010	Road Design	2016-12-16	2016-12-23
RD110	Final Design 50% Complete	2016-12-23	2017-01-06
RD120	Bridge design 50% Complete	2017-01-06	2017-01-13
RD130	Design Review 50%	2017-01-13	2017-01-20
RD140	Final Design 85% Complete	2017-01-20	2017-01-27
RD150	Bridge Design 85% Complete	2017-01-27	2017-02-03
RD160	Design Review 85%	2017-02-03	2017-02-10
RD170	Design Review 95%	2017-02-10	2017-02-17
RD180	Final Design 95%	2017-02-17	2017-02-24
RD190	Access Road Cut & Filling	2017-02-24	2017-03-01
RD200	Approach Road Rough Grade	2017-03-01	2017-03-08
RD210	Approach Road Subbase & Gravel Base	2017-03-08	2017-03-15
RD220	Approach Concrete Pavement	2017-03-15	2017-03-22
RD230	Approach Road Subbase & Gravel Base	2017-03-22	2017-03-29
RD240	Approach Concrete Pavement	2017-03-29	2017-04-05
RD250	North MSE Wall Foundation Prep.	2017-04-05	2017-04-12
RD260	North MSE Wall Foundation MSE Wall & Backfill	2017-04-12	2017-04-19
RD270	South MSE Wall Foundation MSE Wall & Backfill	2017-04-19	2017-04-26
RD280	South MSE Wall Foundation MSE Wall & Backfill	2017-04-26	2017-05-03
RD290	North CIP Concrete Abutment	2017-05-03	2017-05-10
RD300	South CIP Concrete Abutment	2017-05-10	2017-05-17
RD310	Installation of Riprap Blankets	2017-05-17	2017-05-24
RD320	Bridge Deck	2017-05-24	2017-05-31
RD330	Shop Dwg., Draw. & Fab. Structural Steel	2017-05-31	2017-06-07
RD340	Erection of structural steel	2017-06-07	2017-06-14
RD350	Installation of CIP/Precast Concrete Deck	2017-06-14	2017-06-21
RD360	CIP Concrete Road Barrier	2017-06-21	2017-06-28
RD370	High Density Overlay	2017-06-28	2017-07-05
RD380	Concrete Topping to Ped. Sidewalk	2017-07-05	2017-07-12
RD390	Barrier Top Rail & Ped. Guards	2017-07-12	2017-07-19
RD400	Installation of New Water and Sewer Lines	2017-07-19	2017-07-26
RD410	Water & Sewer Under Bridge Crossing	2017-07-26	2017-08-02
RD420	Underpass Electrical Utilities	2017-08-02	2017-08-09
RD430	Roadway Lighting	2017-08-09	2017-08-16
RD440	Environmental Monitoring & Supervision	2017-08-16	2017-08-23
RD450	Environmental Supervision	2017-08-23	2017-08-30
RD460	Final Design 95%	2017-08-30	2017-09-06
RD470	Hydroseeding of Slopes & S. Abutment	2017-09-06	2017-09-13
RD480	Traffic Spacing and Pavement Marking	2017-09-13	2017-09-20
RD490	Final Design 95%	2017-09-20	2017-09-27
RD500	Final Design 95%	2017-09-27	2017-10-04

Sheet 1 of 1

Project Start	12/11/16	Early Bar
Project Finish	04/AUG/17	Progress Bar
Data Date	12/11/16	
Plot Date	10/11/16	Critical Activity

**CITY OF MERRITT**  
**TRUCK ROUTE DESIGN/BUILD PROJECT**  
**WALTER & SCI - PKB Engineering**

Technical Proposal  
 Revision  
 Date  
 01/11/17

© Phinewa Systems, Inc.