

Developer Funded Infrastructure Stabilization Fund Manual 2019

BILD Calgary Region



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Definitions

BILD	Building Industry Land Development (BILD) Calgary Region is the result of an amalgamation between Canadian Home Builders' Association (CHBA) – Calgary Region and Urban Development Institute (UDI) – Calgary, creating a stronger more unified voice for the industry.
City	The City of Calgary, a municipal corporation in the Province of Alberta.
Construction Drawings	Those drawings containing the technical details associated with the design, construction and installation of the Infrastructure.
Developer Funded Infrastructure Stabilization Fund (DFISF) – Road Standard Oversize	The trust account into which the funds from the Road Standard Oversize Charge are paid and redistributed back to developers based on specific criteria, which fund is monitored and administered by BILD Calgary Region (City of Calgary?) on behalf of the development industry
Developer Funded Infrastructure Stabilization Fund (DFISF) – Utility Oversize	The trust account into which the funds from the Utility Oversize Charge are paid and redistributed back to developers based on specific criteria, which fund is monitored and administered by BILD Calgary Region (City of Calgary?) on behalf of the development industry
Development Area	Any portion of the Lands that are the subject of a subdivision or development permit approval, which the Developer intends to immediately develop, and for which the Developer will be obligated to design, construct and install the Infrastructure, which will be more particularly described in each Development Agreement (formerly Special Clauses Agreement) between the Developer and the City.
Developer of Record	Duly registered corporation(s) in the Province of Alberta as defined in each Development Agreement and each Interim Indemnity Agreement (if required).
DFISF	Collectively referring to the Developer Funded Infrastructure Stabilization Fund (DFISF) – Road Standard Oversize and the Developer Funded Infrastructure Stabilization Fund (DFISF) – Utility Oversize
Arterial Standard	<ol style="list-style-type: none">A four or six lane roadway designed to carry between 12,500 to 30,000 vehicle trips per day;Direct vehicular access from/to residential lots abutting this road is prohibited and possibly restricted from commercial and industrial lots; andWhich is usually divided in residential areas, undivided in industrial areas or either in commercial areas.
Road Standard Oversize Charge	The charge per hectare for each and every hectare or part thereof within the Development Area including those areas which may be dedicated to the City for reserve parcels and any other public use, excluding those lands dedicated as Environmental Reserve and Skeletal Roads, the total amount of which will be specified in each Development Agreement, and which shall be deposited into the Developer Funded Infrastructure Stabilization Fund –Road Standard Oversize and shall be used by BILD towards the cost of Oversize for Arterial Standard within the City, regardless of location of the Development Area within the City.
Director (formerly Managing Director), Calgary Approvals Coordination	The City employee appointed to the position of Director (formerly Managing Director), Calgary Approvals Coordination, or the individual authorized to act in his place generally or for the purpose of administering the Development Agreement.

Development Agreement Terms and Conditions (formerly Master Development Agreement (MDA))	‘Terms and Conditions’ means Development Agreement Terms and Conditions (formerly Master Development Agreement) and is an agreement that details developers’ obligations to provide public infrastructure and make financial contributions in the form of fees and levies for the development of new subdivisions.
Oversize	The difference in size of the facility as outlined in this document required to serve the Development Phase and the size of the facility which the Developer is required by the condition of subdivision or development permit approval relating to the Lands and terms of this Agreement.
Transportation and Utility Corridor (TUC)	Land owned by the Province of Alberta identified for the purpose of installing and constructing public infrastructure including, but not limited to sanitary and storm sewers, Storm Water Pond Facilities, water mains, roadways or high voltage electrical distribution facilities.
Development Agreement Unit Rates	The relevant rate that may change from year to year that is used in calculating cost recoveries contemplated in this Agreement.
Utility Oversize Charge	The charge per hectare for each and every hectare or part thereof within the Development Area including those areas which may be dedicated to the City for reserve parcels and any other public use, but excluding those lands dedicated as Environmental Reserve and Skeletal Roads, the total amount of which will be specified in each Development Agreement, and which shall be deposited into the Developer Funded Infrastructure Stabilization Fund – Utility Oversize and shall be used by BILD towards the cost of Oversize and water pressure reducing valve chambers within the City regardless of location of the Development Area within the City.

Introduction

The Developer Funded Infrastructure Stabilization Fund (DFISF) was reviewed in 2018 under the direction of the BILD Board of Directors. Based on that review this manual has been adopted by industry as the basis for defining and calculating the value of oversized infrastructure payable from the DFISF. The overall process is detailed below and shown in **Appendix A DFISF Claim Process**. The memo prepared by BILD in October 2016 (see **Appendix C DFISF – Revision to the Oversize Application Process**) is included and outlines how to deal with advancing development or “leap frogging”. All other manuals, memos and documentation pertaining to Oversize are considered void.

Payment Guidelines

Under the City of Calgary Terms and Conditions (formerly Master Development Agreement), payments to the DFISF will be administered as development charges and the Developer of Record’s development area will be the basis payment will be calculated on. These funds will be held in the DFISF and redistributed back to developers. Infrastructure eligible for payment from the DFISF must be permanent and calculations are to be based on the unit prices in accordance with the Unit Rate Schedule of the year of the accepted Terms and Conditions and executed Development Agreement (DA).

This fund is monitored and administered by BILD Calgary Region on behalf of the development industry. The Developer of Record may be entitled to payment from the DFISF for work undertaken or supply of materials contemplated herein for which the DFISF may be obligated to pay, in full or in part when:

- a) The Developer of Record submits cost calculations and all supporting documentation to the City of Calgary (BILD appointed DFISF administrator);
- b) The BILD appointed industry expert processes and returns to the Developer of Record, the cost calculations detailing any changes which may be required, which the BILD appointed industry expert shall complete within sixty (60) days from the date of its receipt thereof; however, if the cost calculations are not returned to the Developer within the sixty (60) day period, the cost calculations will be deemed approved as submitted; then
- c) The Developer of Record submits the invoice for the work undertaken and materials supplied along with the cost calculations and all supporting documentation as approved or deemed approved by the BILD appointed industry expert.
- d) The BILD appointed industry expert and/or BILD is under no obligation to pay any cost otherwise recoverable by the Developer from the DFISF unless and until the Developer of Record submits to the BILD an invoice, with all supporting documentation, as required, for the full amount claimed within six (6) years from December 31 of the year the Development Agreement Terms and Conditions was entered into, or if the City has accepted that the Development Agreement be extended

It is understood that payment recommendations from BILD for Utility Oversize and Road Standard Oversize cost recoveries as contemplated herein are paid from the Development Funded Infrastructure Stabilization Fund – Utility Oversize and Developer Funded Infrastructure Stabilization Fund – Road Standard Oversize Fund. These accounts fluctuate from time to time, and there may be insufficient funds available to reimburse the Developer for the said cost recoveries from time to time. If funds are insufficient:

- a) The DFISF is under no obligation to pay to the Developer the amount stipulated in the invoice(s) for these cost recoveries;
- b) The Developer of Record’s invoice will be placed in a queue with other outstanding invoices and paid, on a first come, first served basis; and
- c) The Developer of Record will be reimbursed when sufficient funds become available and shall not be entitled to any interest recovery.

Utility Oversize

It is understood the installation of utilities as a result of developing land in the City of Calgary is governed by Municipal Government Act (MGA), the City of Calgary, and the City of Calgary Terms and Conditions that a Developer of Record would have agreed to. Utility Oversize calculations are based on pipe information generated from the approved construction drawings and unit prices in accordance with the Unit Rate Schedule of the year of the accepted Terms and Conditions and Development Agreement (DA). Calculations are prepared using i) the difference in pipe size defined below, applying identical pipe slopes and pipe material in the calculation, as used in the overall approved design and ii) the difference in manhole sizes required to accommodate oversized pipes as defined below. All depths are calculated from the approved surface elevations to the invert of the installed pipe based on the approved construction drawings and pipe lengths, if applicable, are from center of manhole to center of manhole. For the Unit Rate component of the calculation, if the pipe size and/or depth are not identified in the Terms and Conditions rate tables, then the Developer of Record will submit for approval the respective unit rates with justification as to why their proposed rates are being applied. Such justification may include the results of a competitive tender or an analysis of similar pipe sizes and depth ranges. No miscellaneous cost will be considered. When the Developer of Record has installed 100% oversize utility infrastructure, unit rate costs for compaction and bedding can be applied to the calculation. When the DFISF pays only part of the total cost of any infrastructure, the DFISF will pay the Developer of Record a surcharge of 5% for administration computed on the DFISF's share of the cost. If the Developer of Record is required to install 100% oversize infrastructure, a surcharge of 5% for engineering fees and 5% for administration will be computed on the DFISF's share. The Oversize must be established on the Construction Drawings approved by the Director, Calgary Approvals Coordination using the Cost Recovery Calculation template (**see Appendix B Oversize Cover Sheet Tables**). Approved Construction Drawing Oversize Tables should include both pipe and manhole sizing summaries.

Sanitary Sewer

Sanitary sewer oversize applies under three (3) scenarios;

- 1) When the internal diameter of the sanitary sewer pipe exceeds three hundred millimeters (300 mm) – the value of the oversize will be calculated as described above.
- 2) When Sanitary sewer mains are located deeper than six (6) meters and a dual sanitary system is required to service adjacent lots. Under these circumstances, the Developer of Record will be entitled to 100% Oversize recovery for the main installed greater than 6 meters deep together with the additional depth of manholes installed.
- 3) When a sanitary sewer is extended through a development, or along a boundary roadway, and the pipe is 100% required to service adjacent and upstream lands based on the City of Calgary approved overall servicing report for that area of the City, the pipe will be subject to 100% oversize.
 - The exception to scenario 3 is when the 100% oversized pipe is also a boundary obligation as defined by the Terms and Conditions and the MGA. Under this circumstance, sanitary oversize will only be applicable to pipe sizes exceeding 300mm and would be calculated as the difference between the installed boundary pipe and a 300mm pipe in accordance with the information on the approved Construction Drawings and the calculative methodology outlined above. Oversize would include manholes if the manholes had to be oversized as well.

Storm Sewer

Oversize applies to storm sewer systems that have had pipes increased in diameter and manholes increased in size to service lands that are outside of the approved outline plan (land ownership and catchment areas are to be ignored). If areas outside of the outline plan require routing through the approved plan, oversize is applicable on the difference of the increased size due to upstream development areas versus the actual size required to service the approved Outline Plan. Referring to Appendix C – Revisions to the Oversize Application Process, advancing infrastructure to support non-sequential development, is not considered oversize at that time non-sequential infrastructure is constructed.

Oversize will also apply when storm mains are located deeper than six (6) meters and a dual storm system is required to service adjacent lots. When this occurs, the oversize will be calculated as follows;

- 1) The difference of cost between the developer sized pipe and the actual sized pipe, including oversized manholes, based on the installed depths defined by the approved Engineering Drawings and
- 2) The cost of the shallower dual service pipe.

Water Mains

Oversize applies to water main pipes and valves greater than two hundred fifty millimeters (250mm) in diameter for residential subdivisions and greater than three hundred millimetres (300mm) in diameter in industrial and commercial subdivisions. When water mains are installed between two lots in an easement or utility right-of-way, oversize based on the above would only apply to the carrier pipe. If a Pressure Reducing Valve (PRV) is present on a water main that is eligible for oversize, the PRV is also eligible for 100% recoveries.

Road Oversize

Roads Oversize is applicable to Arterial Road classification roadways. The Arterial Road standard (divided, industrial, etc.) is not a determining factor in the application of the fund as this is governed by Road classifications (Arterial, Liveable, Residential, etc.). When an Arterial Roadway is constructed, calculations are completed based on the difference between a 25.2m Collector and any Arterial Road Standard roadway. The lineal meter Unit Rates will be used to calculate the cost difference on the basis that the lineal meter road rates include asphalt, curbs and gutters, medians, traffic islands, boulevard landscaping, catch basins with leads, street lighting, traffic signage, road marking, administration and engineering. If lineal meter unit rates are not available due to project specific circumstances, but Roads oversize is applicable based on road classifications, the applicant will prepare oversize calculations based on material unit rates making up the roadways. If extra lane(s) are required in excess of those required for the Developer's subdivision or project, as determined by the City Director, General Manager and/or the Development's supporting Transportation Impact Assessment, the cost for the construction of the additional lanes is deemed as 100% oversize cost. This cost recovery will be based on a cost per square meter basis using the square meters development agreement unit rate for Arterials.

The Oversize must be established on the Construction Drawings approved by the Director, Calgary approvals Coordination using the Cost Recovery Calculation template (**see Appendix B**).

Transportation and Utility Corridors (TUC)

Utilities

When the Developer of Record is required to install utilities across a TUC, the work within the TUC and the "TUC Crossing" is subject to oversize under the following parameters.

- A "TUC crossing" is considered that portion of the utilities that are installed perpendicular to the main roadway thoroughfare (freeway). It is not considered as those utilities that may be installed parallel to the main thoroughfare in order to gain access to the "TUC crossing"
- The "TUC crossing" is the length described above minus 60m.
- The "TUC crossing" length does not include any portion of utilities that are installed in areas of the TUC where the TUC has been widened to support a surface intersection/interchange within the TUC. If the utilities are located at an intersection within the TUC, or along an intersecting road within the TUC, the "TUC crossing" will be estimated as an average width of the TUC in areas where there is no intersection occurring within the TUC. The "TUC crossing" will be the average width as described minus 60m.

- All utilities (storm, sanitary, water) will be subject to 100% oversize within the “TUC crossing”. All other utilities within the TUC outside of the “TUC crossing” will be subject to normal oversize.
- Utilities installed within the “TUC crossing” are not considered “Leap Frogging” as identified in **Appendix C DFISF – Revision to the Oversize Application Process** and oversize is payable. All other utilities that are installed within the TUC are subject to review for “Leap Frogging”.

Roads

When the Developer of Record is required to install a roadway for an intersection, or future intersection, within the TUC, the roadway may be subject to Roads oversize. The following parameters will apply;

- If the expressway is existing, the Developer of Record will be required to construct the roadway to the intersection of the expressway or to the limit of construction of the existing expressway roadway intersection as defined by the expressway construction contract. If the expressway is not existing, the Developer of Record will be required to construct the roadway to within 30m of the centerline of the TUC or to the limit of the construction of the future expressway roadway intersection as defined by the expressway construction contract, in the event a contract has been issued by Alberta Transportation.
- Normal boundary conditions, as defined by land ownership, will dictate boundary roadway construction obligations under the Developer of Record’s Terms and Conditions.
- All installed roadways within the TUC will be subject to normal Roads oversize.

Oversize Repayment Request

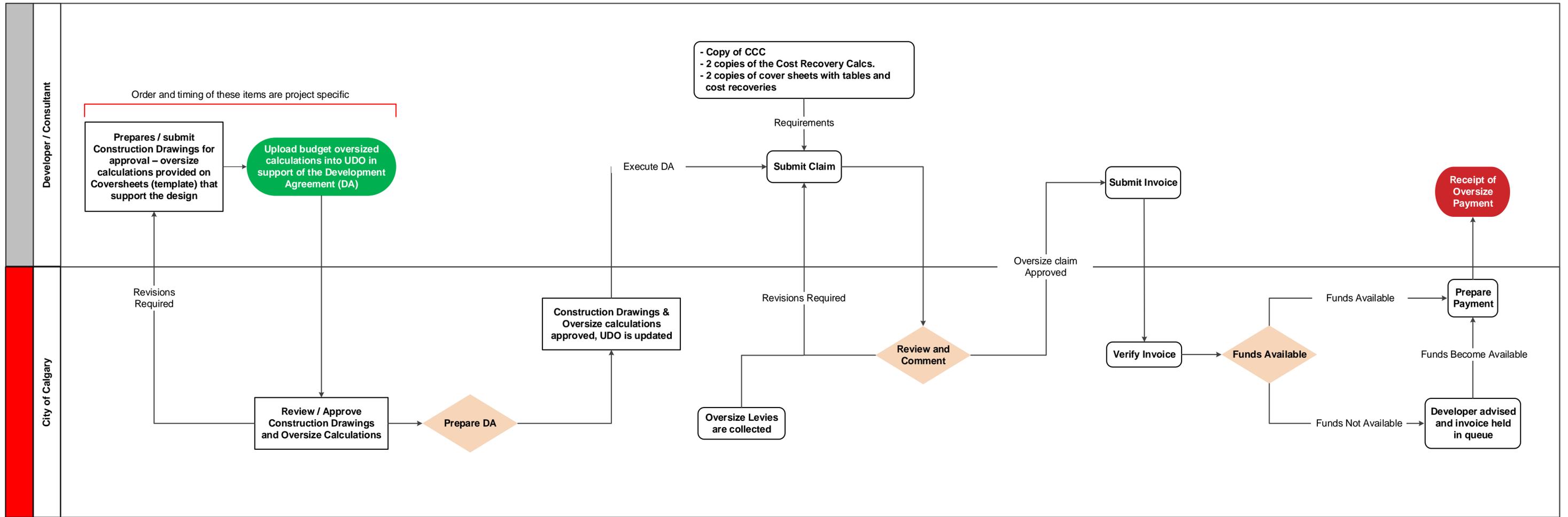
Repayment from the DFISF can be requested once you have CCC (FAC toplift) approval for the infrastructure the Developer of Record is requesting repayment for. Submission will be made to the BILD appointed expert for review and must include the checklist found in **Appendix D Oversize Request for Payment Submission Checklist**.

Implementation of the Developer Funded Infrastructure Stabilization Fund Manual 2019 will be effective the date of issuance to Industry.

Appendix A

DFISF Claim Process

DFISF CLAIMS PROCESS



Appendix B

Oversize cover Sheet Tables

WATER OVERSIZE TEMPLATE

Subdivision: Project Phase 1
 Dev. Agreement No.: To Be Determined
 Oversize Type: Watermain

Developer: Developer
 Consulting Engineer: Consultant

Date: 17-Oct-2018
 Completed By: _____
 Checked By: _____

Pipe Placement & Material Costs

Pipe Segment Location	Pipe Details				Area Design			Developer Size			Cost	
	From	To	Length	Depth Range	Size	Type	Placement & Material Cost	Size	Type	Placement & Material Cost	Difference per Meter	Total
GATE	Temp Hyd	MV1	6.00	3.0-3.6	400	PVC	\$400.00	300	PVC	\$265.00	\$135.00	\$810.00
STREET	MV1	MV2	180.00	3.0-3.6	400	PVC	\$400.00	300	PVC	\$265.00	\$135.00	\$24,300.00
WAY	MV2	Temp Hyd	150.00	3.0-3.6	400	PVC	\$400.00	300	PVC	\$265.00	\$135.00	\$20,250.00
Total Cost Estimate:											\$45,360.00	

Valve Costs

Valve Location	Quantity	Area Design		Developer Size		Cost		
		Size	Cost	Size	Cost	Difference Per	Total	
GATE	1	400	\$8,000.00	300	\$3,800.00	\$4,200.00	\$4,200.00	
STREET	1	400	\$8,000.00	300	\$3,800.00	\$4,200.00	\$4,200.00	
WAY								
Total Cost Estimate:							\$8,400.00	

Total Cost Summary

Description	Cost
Total Pipe Placement & Material Costs	\$45,360.00
Total Valve Costs	\$8,400.00
Subtotal	\$53,760.00
Administration (5.0%)	\$2,688.00
Total Estimated Claim	\$56,448.00

NOTES:

- Calculations are based on the 2018 City of Calgary Development Agreement Rates

STORM or SANITARY OVERSIZE TEMPLATE

Subdivision: Project Phase 1
 Dev. Agreement No.: To Be Determined
 Oversize Type: Storm

Developer: Developer
 Consulting Engineer: Consultant

Date: 17-Oct-2018
 Completed By: _____
 Checked By: _____

Pipe Placement & Material Costs

Pipe Segment Location			Pipe Details		Area Design					Developer Size					Cost	
Location	From	To	Length	Depth Range	Size	Type	Class	Placement Cost	Material Cost	Size	Type	Class	Placement Cost	Material Cost	Difference per Meter	Total
GATE	STUB	ST-01	19.750	4.03	675	CON	IV	\$174.00	\$288.00	600	CON	IV	\$167.00	\$219.00	\$76.00	\$1,501.00
STREET	ST-01	ST-02	126.118	4.03	900	CON	III	\$184.00	\$462.00	750	CON	IV	\$177.00	\$364.00	\$105.00	\$13,242.39
WAY	ST-02	ST-03	93.250	4.74	1050	CON	III	\$211.00	\$596.00	900	CON	III	\$202.00	\$462.00	\$143.00	\$13,334.75
WAY	ST-10	OUT	37.435	6.50	1500	CON	IV	\$345.00	\$1,341.00	1350	CON	IV	\$325.00	\$1,120.00	\$241.00	\$9,021.84
Total Cost Estimate:																\$37,099.98

Manhole Costs

Manhole Location			Area Design		Developer Size		Cost
Location	MH No.	Depth Range	Type	Cost	Type	Cost	Total
STREET & WAY	ST-02	4.512	1.5 1S	\$12,197.00	1.2 1S	\$10,007.00	\$2,190.00
Total Cost Estimate:							\$2,190.00

Total Cost Summary

Description	Cost
Total Pipe Placement & Material Costs	\$37,099.98
Total Manhole Costs	\$2,190.00
Subtotal	\$39,289.98
Administration (5.0%)	\$1,964.50
Total Estimated Claim	\$41,254.48

NOTES:

- Calculations are based on the 2018 City of Calgary Development Agreement Rates

ROAD OVERSIZE TEMPLATE

Subdivision: Project Phase 1
 Dev. Agreement No.: To Be Determined
 Oversize Type: Roads

Developer: Developer
 Consulting Engineer: Consultant

Date: 17-Oct-2018
 Completed By: _____
 Checked By: _____

Road Pavement & Top Lift Costs

Road Segment Location	Road Details		Area Design			Developer Size			Cost (CCC)		Cost (FAC)	
	Length (m)	Full / Half Cost	Type	Road Width	Road Rate	Type	Road Width	Road Rate (less Top Lift)	Difference per Meter	Total	Top Lift Rate	Total
GATE	80.0	Half Cost	Arterial	19m	\$2,130.00	Collector	15m	\$1,165.00	\$798.00	\$63,840.00	\$167.00	\$13,360.00
STREET	110.0	Half Cost	Arterial	26m	\$2,525.00	Collector	15m	\$1,165.00	\$1,132.00	\$124,520.00	\$228.00	\$25,080.00
WAY	75.0	Half Cost	Arterial	14m	\$1,850.00	Collector	15m	\$1,165.00	\$562.00	\$42,150.00	\$123.00	\$9,225.00
Total Cost Estimate:										\$230,510.00		\$47,665.00

Additional Lane Costs

Additional Lane Location	Quantity	Unit	Pavement or Concrete		Cost (CCC)		Cost (FAC)	
			Type	Rate	Road Rate (less Top Lift)	Total	Top Lift Rate	Total
GATE (Discription)	45	sq.m.	Arterial	\$79.30	\$64.95	\$2,922.75	\$14.35	\$645.75
	150	m	STD C&G	\$88.00		\$13,200.00		
	20	sq.m.	Median Fill	\$80.30		\$1,606.00		
Total Cost Estimate:						\$17,728.75		\$645.75

Total Cost Summary

Description	Cost (CCC)	Cost (FAC)
Total Road Pavement & Top Lift Costs	\$230,510.00	\$47,665.00
Total Additional Lane Costs*	\$17,728.75	\$645.75
Subtotal	\$248,238.75	\$48,310.75
Administration & Engineering (10.0%)*	\$1,772.88	\$64.58
Total Estimated Claim	\$250,011.63	\$48,375.33

NOTES:

- Calculations are based on the 2018 City of Calgary Development Agreement Rates
- Administration & Engineering on Additional Lane Costs Only.

Appendix C
DFISF – Revision to the Oversize Application Process
Memo

Downstream Land Owners (Grey Areas)

- It is assumed that rights-of-ways would have been granted as part of negotiations between GID and the downstream landowners.
- Upon the development of the downstream lands, these landowners are required to pay for half (1/2) of all existing boundary infrastructure that was installed by others as defined by the Standard Development Agreement.
- Downstream Land Owners would not be allowed to apply for oversize because the oversize process only allows oversize to be requested once (may have occurred for GID as outlined previously) and because they were not the original installing owner of the infrastructure.

Development Issue

- The downstream developer may be burdened with a significant boundary cost for large infrastructure that they do not entirely require for their development. Referring to Sketch SK-1, upon development (Development Agreement or Development Permit), land owners would be required to cost share 50% of the boundary storm pipe (1500mm – 1650mm) between manholes ST-1 and ST-6 even though they would not require a pipe of that size.
- The downstream developer cannot seek oversize as previously outlined.
- If development would have proceeded sequentially, the grey area developers would have had to install infrastructure to support the overall drainage basin however they would have been able to apply for oversize to the developer size of infrastructure that they require.

3. Proposed DFISF Revisions

A downstream landowner should not be burdened with additional infrastructure costs as a result of development not proceeding sequentially. As a result, it is proposed that the oversize calculation methodology be revised such that landowners who choose to advance development of their lands that are not located adjacent to existing development understand their financial liabilities and provide methodology which allows downstream landowners the means of being reimbursed through the oversize fund for infrastructure they are responsible to install but may not require to service their lands. Using the included example, the proposed methodology would function as follows:

- GID would proceed with their development through all the typical industry development and City of Calgary approval process.
- GID would be subject to oversize reimbursement for all infrastructure installed boundary to their lands.
- GID would be responsible for the full cost of all downstream infrastructure advanced in a non-sequential development fashion.
- GID would not be subject to reimbursement from the oversize fund for infrastructure advanced in a non-sequential manner that is outside of, or downstream stream, of their property.
- GID would be subject to cost sharing, or future endeavours to assist, as downstream developments connect to infrastructure originally advanced by GID.
- Downstream Developers would be subject to 50% cost sharing (endeavours to assist) for all boundary conditions that exist adjacent to their property at the time of development.
- Upon proof of cost sharing / boundary costs / endeavours to assist arrangements being addressed, downstream developers can seek payment, under proper application, from the oversize fund for all oversized infrastructure they were financially responsible for.
- Engineering drawing approval processes will have to be amended to accommodate this change in process.
- Affected Development Agreement clauses would have to be revised to support this revision to development process.

4. Other Considerations

Should consideration be given to revising the duration an endeavor to assist remains in place?

BILD Calgary Region is the respected, unified voice of the building industry in Calgary and the region. It represents 700 business members including new home builders, renovators, developers, trade and supply companies, and professional services. Its vision is to create the most liveable communities in the world. For more information, visit bildcr.com.

Appendix D

Oversize Request for Payment Submission Checklist



OVERSIZE REQUEST FOR PAYMENT SUBMISSION CHECKLIST

Please make separate submissions for each application

- | | | | |
|-------------------------|--------------------------|-------------------------------|--------------------------|
| Sanitary Sewers | <input type="checkbox"/> | Roads CCC (Excluding Toplift) | <input type="checkbox"/> |
| Storm Sewers | <input type="checkbox"/> | Roads FAC (Toplift) | <input type="checkbox"/> |
| Watermains and Hydrants | <input type="checkbox"/> | | |

Subdivision: _____ Agreement No.: _____

Developer _____

Consulting Engineer: . _____

Accompanying documents:

Please Check (√)

- Two copies of the approved CCC or FAC complete with coversheet attached
- One copy of approved Outline Plan (storm only)
- Two Copies Construction Approval Oversize Calculations (8 1/2 x 11)
- One copy of construction approval cover sheet (c/w calculations)

Amount being requested:

Please Insert (\$)

Amount Requested (excluding GST)

\$ _____

Signed: _____ Date: _____
Consulting Engineer (Insert Name)

The submission was received on _____, and we confirm that

- The calculations are approved, and an invoice can be sent with this sheet
- The calculations have been rejected

Signed: _____ Date: _____
BILD Representative