



MUNICIPAL DISTRICT OF SPIRIT RIVER NO. 133

*Regular Council Meetings are scheduled for: June 21 and July 5, 2010 at 9:00 am at the MD office.
Regular Council meetings are held on the first and third Monday of each month
Reminder: Contact the MD office three days prior to meeting to be added to the agenda.*

• MD #133 Fire Department:
(Fire Chief – Bill Mortland)

Summer meetings are scheduled for the fourth Wednesday of each month. The next scheduled practice/meeting is on June 23 at 7:30 pm
For more details call Bill 864-3057 or 864-0782.

• Public Works

(Jess Gingell – Public Works Supervisor)
In the event of Emergency Call out of Municipal Equipment please call, in the following order:
Jess at (780) 864-9358 or
Mike M at (780) 864-9365 or
Tom at (780) 864-9600.

DUST CONTROL

The MD of Spirit River will be applying Calcium Chloride as a dust suppressant. Our dust control program cost sharing program will operate similar to previous years. Please notify the MD Office to be placed on a list and you will be contacted to determine payment, location and timing of application.

2010 Bursary Program

The Council of the Municipal District of Spirit River #133 has implemented three \$1,000.00 bursaries for students entering full time studies at a post secondary institution in Canada such as University or Community College and on-line programs.

These bursaries apply to students and "continuing students" alike that are residents of the Municipal District of Spirit River #133.

Applicants must demonstrate their past leadership qualities and/or commitments to their community in helping others. Applicants must also illustrate how their course of study will assist them in the future to exercise leadership and/or continue to demonstrate their commitment to their communities and to others in Northern Alberta.

Applications can be picked up at the Municipal District of Spirit River #133 office at 4202-50th street, Spirit River. Applications must be received no later than Aug. 31, 2010 at the M.D. #133 office.

Rural Addressing

The Municipality will be proceeding with the establishment of Rural Addressing and the installation of signs at the gate to every residence and business in the municipality by late summer or early fall. We have been fortunate enough to secure grant funding to under take this project.

You may ask what benefit Rural Addressing will have within the MD and there are many. Rural addressing is an established system that works jointly with the Range Road and Township signage to further direct traffic to the exact location. It has been connected to the 911 systems to help direct emergency vehicles to individual yards to speed up response time. This is the largest benefit but it will also allow easier access to parcel deliveries who do not deliver unless they have a physical address present, no confusion for those people in areas of multi parcel subdivisions and there have been people that cannot get a phone or satellite installation without a rural address to put on the application. The signs will have no affects on your personal mail address as it is a road network address.

The signs will be similar to those that you may see along Highway 2 in the County of Grande Prairie at the individual driveways. They will be 30cm by 60 cm with 10cm number and letters signifying your driveway location on the road network. The MD will be locating, staking these signs and requesting First Calls over the summer so as not to hit any underground utilities while placing the posts when the installs take place. It is anticipated that the install should only take a few days once started.

Please watch for further information in regards to these signs.

The ASB has an Estate Srpayer for rent at \$20 per day and a Backpack Sprayer for rent at \$5 per day to MD residents.

2009 Financial Statements are now available and may be picked up at the M.D. #133 Administration Offices in Spirit River.

Box 389, Spirit River, Alberta, Canada, T0H 3G0
Phone: 1-780-864-3500 Fax: 1-780-864-4303

MUNICIPAL DISTRICT OF SPIRIT RIVER
BIRCH HILLS COUNTY; SADDLE HILLS COUNTY
VILLAGE OF RYCROFT; TOWN OF SPIRIT RIVER

PUBLIC NOTICE

HOUSEHOLD HAZARDOUS WASTE ROUNDUP will be held
SATURDAY JUNE 26, 2010 at 10AM to 2PM
AT THE MD #133 FIREHALL – 4310 – 47TH STREET
IN THE TOWN OF SPIRIT RIVER, ALBERTA

Bring your potentially hazardous products to the Round-up site, such as the following: Cleansers, antifreeze, car batteries, degreasers, glues, hair sprays, medicines, paints & thinners, pesticides, solvents, weed killers and also uncontaminated used motor oils.
SUBJECT TO YOUR RESPECTIVE COUNCIL'S APPROVAL

Notice of Mailing of Assessment & Tax Notices for the Municipal District of Spirit River No. 133

Notice is hereby given that the assessment and tax notices for the 2010 taxation year will be mailed June 1st, 2010 and will be payable by September 15th, 2010. Anyone wishing to object to the assessment value on any property in their name must, within 60 days of receiving this notice, lodge their complaint using only the prescribed "Assessment Review Board Complaint" form #LGS1402 (2009/08) (which will be included with your tax assessment/tax notice and is available at the MD Office) to the Assessment Review Board Clerk of the Municipal District of Spirit River No. 133. The appeal must be accompanied by a \$20.00 fee per parcel, which will be refunded to the complainant if the complaint is successful. A copy of "Filing a Property Assessment Complaint and Preparing for Your Hearing" booklet as well as a "Guide to Property Assessment and Taxation in Alberta" can be obtained at the Municipal District of Spirit River No. 133 office at 4202 – 50th St. Spirit River, AB. All assessments and tax notices are deemed to have been received seven (7) days after mailing within Alberta and fourteen (14) days outside of the province. The Property Assessor is available to discuss any concerns or questions you may have about your property assessment. He may be reached at the Saddle Hills County Office at 864-3760. Municipal Clerk Louise Gostick 780-864-3500.

Mark Your Berry Trees

The Municipal District will be commencing spraying operations along the rights of ways beginning June 1st for the control of noxious weeds and unwanted brush control. There will be no spraying 50 meters each side of farm yards and dugouts without signed permission from the landowner. It is the landowners responsibility to register where they would like the MD not to spray by entering into a do not spray agreement. If you require "do not spray signs" they are available at the MD office for \$5.00 and must be displayed in a visible area. Agreements can be signed that will allow the MD to spray unwanted weeds and brush that may be within 1.5 meters of the fence line on the farm property. Efforts to not spray berry trees along right of ways will be undertaken if the areas are registered and flagged. Any questions can be addressed to Kelly Hudson Agricultural Fieldman 780 864 3500.

Greetings from FCSS!

In recognition of Seniors' Week FCSS will be hosting a Strawberry Tea in Rycroft on Wednesday, June 9th at 2:00 pm at the Merry Pioneers and in Spirit River on Thursday, June 10th at 2:00 pm at the Happy Hour Club. Camp WaNaGo will be starting July 5th. Registration packages are available at the MD of Spirit River#133, Town of Spirit River, and the Village of Rycroft.

The next van trip to Grande Prairie is scheduled for June 17, 2010. Please call Carolyn at 780-864-3500 to book your seat.



Camp WaNaGo

6 weeks of games, crafts and fun for kids ages 4-11. Camp runs from July 5-Aug. 13 -- 9 am - 3 pm New themes each week.

Registration starts June 1. Pick up registration forms at the MD office in Spirit River, Spirit River Town Office or the Village of Rycroft office.

Call 780-864-3500 for more information

E-mail: mdsr133@mdspiritriver.ab.ca
Web Site: www.mdspiritriver.ab.ca



Birch Hills County

FACTUAL INFORMATION REGARDING THE NORTH WANHAM BRIDGE

Box 157, Wanham, AB
Phone: (780) 694-3793; Fax: (780) 694-3788
Web Site: www.birchhillscounty.com

Birch Hills County Council has recently become aware that there are a great number of residents from Birch Hills County and surrounding areas concerned with the removal of the North Wanham Burnt River Bridge. We offer the following factual information.

This bridge was built in 1922 and the service life was expected to be 100 years. At the time of closure, the structure was 85 years old. Regular inspections of this and all bridge structures including major culverts is mandatory and must be conducted by a certified Bridge Inspector. In 1994 a bridge inspection noted movement of the east abutment soil and piles. It was noted in this inspection that the bridge had shifted to the extent that bolts had been sheared and structural steel members had deformed.

Bridge repairs in 1999 included replacement of broken and rotten parts of the bridge and trimming of the stringers to relieve the pressure at the piers.

In 2000, top braces were added to stiffen the steel truss and in 2001 a broken shim cap was observed. In 2001, an earthquake with an epicenter 40km north of Fairview was recorded. The earthquake had a magnitude of 5.3 in Richter scale. One month following the earthquake, pictures were taken of damage to the bridge, however it has not been determined that the damage was a result of the earthquake. In 2002 the inspection report noted a bend on the bottom cord of the east abutment.

In 2005, the east head slope had sloughed and movement of the abutment and pier piles was noted in 2006.

In 2006 extensive flooding occurred throughout the County due to the severity of spring runoff.

The 2006 inspection report gave low ratings for the approach rand and the substructure, indicating that stability issues and foundation problems were a significant concern.

This Bridge File has been under the microscope since it was determined that movement of the river bank contributed to damage to the structure.

Prior to this closure in May of 2007, the structure was slated for repair. The DRAFT tender document was prepared with a proposed closing date of June 26, 2007. Repairs required at this time were;

- Timber Cap Replacement and Resetting Bearings
- Truss Repair
- Replace Strip deck
- Replace Sub deck
- Wheel guard replacement

On May 29, 2007 a Bridge Technologist visited the Bridge at the request of Birch Hills County to look at the concern regarding the stability of the east head slope. The findings on this date indicated that there was significant failure of not only the bridge head slope on the east side but also the bridge structure at the east abutment. The recommendation was prior to further geotechnical investigation and repair the bride should be closed to all traffic. It was also recommended at this time that temporary blocking be placed on the northeast side as well as some work on the south east side of the structure to provide some support to the truss in the event that further movement of the piles occurs causing the bridge to be moved of the bearing piles completely.

It was noted at this time that the primary mechanism of failure at the bridge site appeared to be geotechnical in nature. It was documented that a large slide scarp was present immediately to the southeast of the bridge, with surface cracking visible on the road close to the southeast approach rail. At this time water appeared to be seeping through the soil from upstream to downstream of the bridge abutment. Significant sloughing and erosion was underway at the east head slope, with the entire abutment, including bearing piles, failing with movement towards the river. Before any repairs to the bridge were undertaken it was recommended that a geotechnical investigation be carried out by a qualified geotechnical engineer to determine the cause and location of the slope failure.

On June 11, 2007 the engineering firm was requested to suspend work on the bridge repair tender in light of the head slope damage. EXH was directed to initiate a geotechnical investigation and the possibility of a temporary bridge. June 13, 2007 the County was advised that bridge rental could cost up to \$2,000.00 per day and would require a pier. In additional a single lane temporary structure would cost upwards of \$400,000.00. Any work undertaken in this location would require the approval of the Department of Fisheries and Oceans. Geotechnical investigations were undertaken by the firm of Parkland

Geo. Parkland Geo was mandated to assess the overall impact of the slope movement on the bridge abutment, to evaluate the slope stability and stabilization methods as well as to assess options for the remediation of the slope, specifically the bridge abutment and approach road.

The site observations indicate that there were noticeable surface cracks at the east approach at multiple locations. These surface cracks extended to the side slopes north and south of the bridge. Tilting of the abutment pier structure was observed which caused damage to the steel girder and wooden support. It was stated that the slope had failed in this area and it was expected to keep moving. "The existing abutment is situated on a slide mass that will continue to cause significant damage to the bridge foundations."

Parkland Geo gave the following Remedial Options Evaluation; GEOTECHNICAL CONSIDERATIONS;

The east side approach fill of the Burnt River Bridge abutment and the bridge pier has experienced distress due to slope movement. The main geotechnical design issues to be addressed are:

1. Stabilization of the slide mass east of the bridge
2. Replacement or stabilization of weak-sheared soils below the abutment
3. Potential damage to the existing abutment and pier timber pile foundations.

REMEDIAL OPTIONS

The slope remedial options may include one or a combination of the following:

1. Replacing the steel truss bridge with a culvert, effectively infilling a portion of the river that will act as a large buttress at the slope toe.
2. Lowering the groundwater table (dewatering).
3. Installation of a shear key to provide resistance to the soil mass from moving.
4. Installation of toe-berm (toe load) to increase the frictional resistance of soils below the load, which in turn limits the movement of the slope.

Since May 9, 2007, this bridge has been discussed 26 times at as many Council Meetings. Reference to the Burnt River Bridge whether it was in Council Briefs or Notices to the Public appeared in the Signal 10 times from June 5, 2007 to December 31, 2007. An article in the Signal on June 3, 2008 cited the cost of earthwork to be in the neighbourhood of \$617,000.00. The Council Briefs that appeared in the January 20, 2009 issue of the Signal stated that Council gave approval for the Bridge Removal contingent upon government funding.

Alberta Transportation had advised that they will fund a portion of the cost to remove the structure only if the County installed a low level crossing, a bridge would not be funded. Preliminary cost estimates for a "ford crossing" were \$350,000 for the structure plus and additional \$250,000.00 for grade work and engineering fees. The cost for grade work would have to be totally funded by the County taxpayers, the cost of the ford crossing may be eligible for cost share with Alberta Transportation.

The cost of a new structure (2010) based on two recent contracts in the Peace Region for bridges of similar length is \$2.8 million dollars, this is for the structure only and does not include estimates for roadwork, geotechnical stabilization work or engineering costs.

All Council meetings are open to the public and we note that since the initial failure and closure of this structure, no member of the public has attended a meeting to discuss their concerns regarding this bridge. To make a decision regarding an expenditure of close to 5 million dollars of taxpayers' money is not one that this Council takes lightly. Council is accountable to all the taxpayers and feels that the most economical and feasible solution has to be found.

Council, has as documented in minutes, directed the design of a low level crossing as we feel this is a fair solution to all of our taxpayers. A low level crossing is also seen to be less restrictive than a bridge. Let us also remember that as ridiculous as it seems, the Saddle River on which this structure is located is considered a navigable waterway. Any work within this river requires the approval of the Department of Fisheries and Oceans Canada (Fisheries Act) and any structure installed must also meet with their approval. Approvals must also be secured under the Navigable Water Protection Act and the Water Act.

The decision to remove the current structure was a responsible decision by Council. The structure has failed and is literally hanging by a thread. Despite our actions to block off the bridge there has been evidence of person(s) removing the concrete blocks and driving over the structure. The liability in the event of a mishap on this structure is very large for each and every taxpayer in this county. County money is your money.

Council does not feel that they are delusional, that they are dishing out political propoganda or that their mentality is in need of repair. They feel that they are acting in a fiscally responsible manner to each and every one of their taxpayers. We sincerely appreciate the effort that was put forth in gathering names on a petition that was received in the County office and we hope these facts clear up some of the misunderstanding that has taken place.

BIRCH HILLS COUNTY COUNCIL