

As a resident on Range Road 9509 TWP Road 582 has for the past three years been asking for a hard based surface on this road. Unlike the request from a Lac Sante survey this road is a main thorough fare from the West, North and South for the majority of County gravel haulers, large farm trucks, fertilizer trucks, combines and multi wheel tractors and the equipment they pull heading to fields in the eastern part of TWP 582 and beyond. As well as heavy equipment and their trucks hauling track equipment. This is not taking into account speeding vehicles. Other equipment on road, construction buggies, graders, rock trucks, dirt packers. Basically anything on wheels.

This summer I took the liberty to follow County trucks hauling asphalt past my place to St. Lina – put down 3km of it to resurface a road with homes well away from the road. Re: 104 resurfacing of Owlseye road past no homes and still in good drivable condition and more roads in spring, summer of 2017 E.g. Tessier, Poirier, Dushesneau road just south of St. Paul water plant as well as Horseshoe Bay Road 7-9 km.

Re: Picture #1
and #2a
ind #2b
ng #2c
nd #2d

If you want to see dusty conditions I have proof in the form of a filter from a floor model house air purifier. It is for four summer months and totally gross. House dirty, closed doors and windows year round. Pictures of exterior house and garage enclosed (washed every year in spring because of previous summer and fall dust conditions).

Re: Pic #3

The other solution is to put down calcium chloride and that is a total vehicle rusting concoction. Again proof is available on its corrosiveness plus an Edmonton Sun article and survey to let you know what motorists think of it after only 2 years of its application plus TV interviews. I have requested to keep graders off the road front of our property since my house is only 90 feet away from the road. All that does by grading it is bring back fine dust matter to the driving lanes of the road intensifying the dust storms. The

following pictures are a result of exposure to calcium chloride on my vehicle dating back to working at Evergreen Landfill where it was used as dust control.

Impact on health: My diabetes has worsened the last couple years due to stress of poor quality conditions cast upon road and dust conditions. I am presently under four different medications to keep it under control.

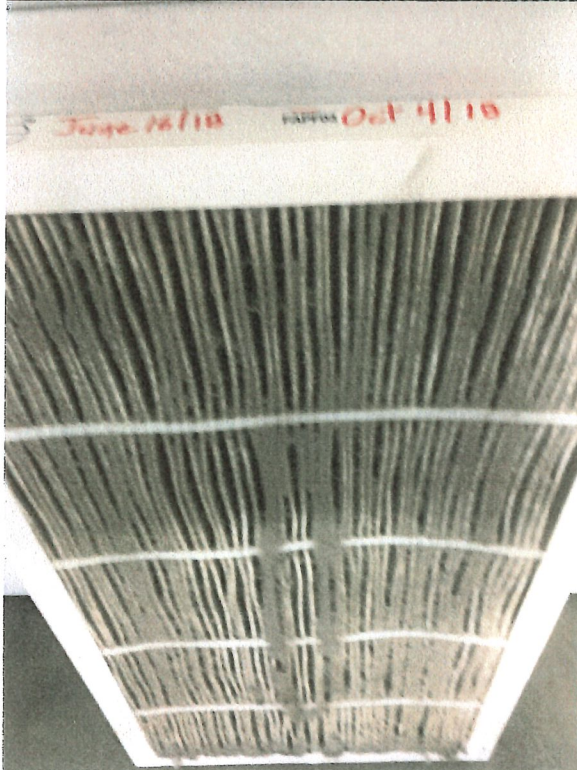
Have asthma: also due to dust factors from Evergreen Landfill and these road conditions. Medication includes an Advair puffer regularly.

The problem really took root when the County showed up with a reclaimer and mixed about 2 inches of old cold mix with a few more inches of clay.

I am not asking for a lot here. I am asking for the same type of material that I have come across on the above mentioned roads to the length of our property frontage. That is no where near the cost of putting good road material down for a million dollars per kilometre as per noted in the Lac Sante article.



RE! Picture #1



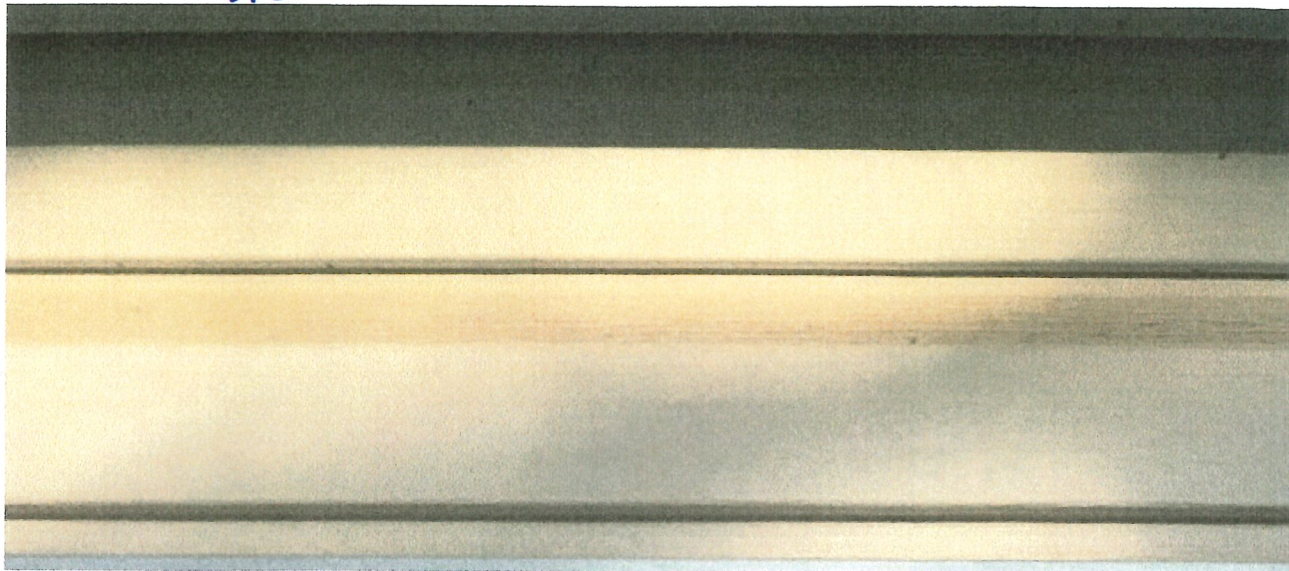
#2a



#26



2c



#2d



Pic #3



Corporation at 10006-101 Street, Edmonton, Alberta

JAMES WALLACE Vice-president, Editorial, Suns
MARK IYPE Editor
DAVE BREAKENRIDGE Managing Editor
ANTHONY FUREY National Comment Editor

T5J 0S1

SUN POLL

Today's question

Should the city continue using the calcium chloride road salt?

Yes

No

VOTE NOW AT
edmontonsun.com

Yesterday's results

Should the city build a homeless village?

62% No

32% Yes

?

WHAT'S ON YOUR MIND?

edia Corporation at 10006-101 Street, Edmonton, Alberta

JAMES WALLACE Vice-president, Editorial, Suns
MARK IYPE Editor
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on, AB., T5J 0S1

SUN POLL

Today's question

Are you happy with the minimum wage increase to \$15?

Yes

No

VOTE NOW AT
edmontonsun.com

Yesterday's results

Should the city continue using the calcium chloride road salt?

73% No

27% Yes

?

WHAT'S ON YOUR MIND?

Push back on brine

Council leery about expanding calcium chloride pilot

ELISE STOLTE

City councillors echoed concerns from the development industry Wednesday and expressed serious reservations about city plans to expand its calcium chloride and road salting pilot project this winter.

City officials want to add nearly 300 kilometres of roads to the treatment program, tweak applications to reduce how much salt is used and include a series of field tests on corrosion.

But several councillors expressed concern at council's community services committee meeting. Councillors Tony Caterina and Mike Nickel said they would vote to cancel the pilot project today.

Coun. Scott McKeen seemed on the fence. "I'm leery about doing this pilot another year to be honest," he said, worried the city is putting public infrastructure at risk and imposing costs on resi-

dents for damaged vehicles and garage pads.

"We need better answers," said Coun. Tim Cartmell. After two meetings, he said he still doesn't fully understand what the city did to Edmonton's roads last year.

But instead of voting, committee sent the issue to council for a second debate set for next Tuesday.

Edmonton's calcium chloride pilot project started two years ago with crews spraying the salt brine on high-speed roads before a storm to prevent the snow from sticking. Last year it expanded. Crews added many bus routes to the treatment plan and made bare pavement their goal, significantly increasing the use of traditional salt as well.

Learning as they went, the city ended up using far more traditional salt than calcium chloride, up to three times as much traditional salt as in previous years.

Edmonton residents have been calling the city with complaints. They say vehicles are already showing increased rust, bicycles used during the winter need to have parts replaced, and private driveways looked pockmarked by spring.

At the meeting Wednesday, Rick Preston, executive director of the Urban Development Institute, urged the city not to apply any of the calcium chloride near infrastructure or landscaping that is still under warranty.

His members are nervous, he said. The city's actions could force them to redo projects at a cost of tens of millions of dollars if they don't pass inspection. "Do we truly know what it's costing us and what benefits we're seeing ... How far do we go with this? It's pursuance of safety at what cost?"

Dennis Peck, spokesman for the Canadian Home Builders' Association Edmonton, said members saw increased spalling or flaking on new concrete garage pads and urged council not to expand the pilot. "They're very concerned about what's happened already."

Christian Gersdorff, a Red Seal mechanic, said he saw much more damage to vehicles last year.

Although city officials have no local data, studies from other cities suggest getting to bare pavement significantly reduces collisions. Using salt also costs less than sand but both pose dangers to the environment.

Coun. Andrew Knack said he hopes savings through the new techniques can be used to increase sidewalk clearing around seniors centres. But he wants to see rigorous study on the pros and cons this year.

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Residents say road to Lac Sante in need of work

MEREDITH KERR

Journal Staff

Residents in the Lac Sante subdivisions in the County of St. Paul want their road improved.

Darwin Makowecki and Gladys Ternovoy made a presentation to county council on Oct. 9, with the results of two traffic counts they did over weekends in August, which showed significant usage of Township Road 564.

Ternovoy monitored the intersection of Township Road 564 and Range Road 113 from 10 a.m. to 4 p.m. on Aug. 3 to Aug. 6 and again Aug. 10 to Aug. 12. By her count, a total of 534 vehicles passed through the intersection on the long weekend and 306 vehicles passed through the following weekend.

"And that's not counting the trailers, just cars and trucks," said Ternovoy.

Makowecki has a civil engineering background and has been building roads for 45 years, the last 15 years being in the St. Paul area. He said Township Road 564 is paved with a cold mix asphalt on the Two Hills side of the county line, while it is just gravel on the St. Paul side. He said both sections of road are in need of work.

"It's dusty conditions right now and it gets really slick because the gravel gets worn off because of the amount of vehicles that are there. If they were to put more gravel on it, the gravel gets worn off and basically they don't maintain it, they don't grade it often enough to bring the gravel back. So we're always ending up with washboard and stuff like that on there," said Makowecki.

"The road in question was gravelled in 2017 and the western portion of the road was gravelled again in 2018. The frequency of graveling is dependent on many variables such as the quality or standard of the road to begin with, weather over the year, and finally the volume and size of traffic," said Mark Chileen, Director of Public Works for the County of St. Paul, in an e-mail after the meeting.

Chileen said the road has been graded an average of once a month since May 2018, at a cost of roughly \$168 per kilometer (not including travel time, repair time, or general maintenance) during the summer. The county maintains 1,466 km of gravel roads.

Makowecki said Township Road 564 was built well

to put up with the slick conditions; and number three it'll stay as a good road. And because there's so much traffic on it, just cold mix like is on the rest of the road probably won't hold up," said Makowecki. He said he'd like to see hot mix asphalt like what the County of Two Hills put in on Range Road 115.

According to Chileen, the average cost of paving a gravel road is approximately \$1 million per kilometre.

In an e-mail after the meeting, County of St. Paul

CAO Sheila Kitz said, "council referred discussion on any upgrade or increased maintenance on this road to strategic planning."

A meeting between the County of St. Paul and the County of Two Hills is planned for November. While Township Road 564 was not the purpose of the meeting, Kitz said she would be asking if they wanted to add it to the agenda.

2018 ABP FALL PRODUCER MEETINGS AND ELECTIONS

ZONE 8 ALL MEETINGS 7 p.m. START
COFFEE AND DONUTS 6 p.m.

OCT 29 SANDY RAPIDS, COMMUNITY HALL
47407 HIGHWAY 55, IRON RIVER

OCT 30 KITSCOTY, SENIORS CENTRE

NOV 5 VILNA, SENIOR REC BUILDING

NOV 6 MINBURN, COMMUNITY HALL

Attend a meeting in your area to meet local delegates, hear what ABP has done this year and engage with your industry association. Producers can vote in the check-off plebiscite at all meetings. This is your opportunity to make a decision on future funding for your organization and industry.

ZONE 8 INCLUDES:

Smoky Lake County, St. Paul County
No. 19, Two Hills County No. 21,
Vermilion River County, Minburn
County No. 27, Lamont County,
Lakeland County, Lac La Poudre County

