



**MUNICIPAL DISTRICT OF SPIRIT RIVER NO. 133 Council  
Agenda for Regular Council Meeting RM 08-26  
9:00 am, April 22<sup>nd</sup>, 2026**

## **ADDENDUM**

The Regular Meeting of the Council of the Municipal District of Spirit River #133 will be held in the Council Chambers of the Municipal Office situated at 4202 50<sup>th</sup> Street in the Town of Spirit River in the Province of Alberta on Wednesday, April 22<sup>nd</sup>, 2026, at 9:00 am.

<b>2.</b>	<b>Agenda Additions</b>	<b>Pages:</b>
	<b>NEW BUSINESS 13.A.</b>	
	<b>RFD &amp; Letter, Funding for Central Peace Medical Clinic Letter</b>	<b>1 - 4</b>
	<b><u>CORRESPONDENCE AND INFORMATION 15.T.</u></b>	
	<b>Alberta Transportation and Economic Corridors: Traffic Safety Fund Letters &amp; Applications</b>	<b>5 - 27</b>
	<b><u>CLOSED MEETING (FORMERLY IN-CAMERA) 17.C.</u></b>	
	<b>Closed Session as per Municipal Government Act R.S.A. 2000, Section 197 (4) to discuss Third Party Business Interests: (<i>Access to Information Act, Part 1, Division 2, Exceptions to Disclosure ATIA Section 16, Third Party Business Interests</i>)</b>	<b>28 - 34</b>



**MEETING:** RM-08-26  
**MEETING DATE:** April 2<sup>nd</sup>, 2026  
**ORIGINATED BY:** CAO  
**TITLE:** 2025 Medical Clinic Operating Deficit and 2026 Capital Requisitions

**Background**

The Medical Clinic is requesting a formal requisition to cover a funding shortfall from the 2025 fiscal year, alongside the approval of the 2026 Capital Budget. These funds are essential to maintain current service levels and ensure the facility remains compliant with modern healthcare and safety standards.

**1. 2025 Operating Deficit Requisition**

The Clinic finished the 2025 fiscal year with an operating deficit of **\$7,949.12**.

**Recommendation:** Approve a one-time requisition to balance the 2025 accounts. **Note that this amount has been allocated and accounted for within the 2026 Operating Budget.**

**2. 2026 Capital Requisition**

At the Annual General Meeting held on April 10, 2026, the Board reviewed essential building renovations estimated at **\$112,249.52**. After evaluating current capital reserves and project contingencies, the Board determined the following requirements:

**Annual Capital Contribution:** Based on the agreed funding formula, the total annual requisition for future capital is **\$10,000.00**.

- o *MD of Spirit River No. 133 Portion (20%): \$2,000.00.*

**Special Renovation Requisition:** To bridge the funding gap for the 2026 renovation project, a one-time additional requisition of **\$65,000.00** (Total) is required.

- o *MD of Spirit River No. 133 Portion (20%): \$13,000.00.*

**Future Planning:** The Board is currently reviewing a permanent increase to the \$10,000 annual capital contribution starting in 2027 to better support long-term asset management and prevent large one-time requests in the future.



**Proposed Resolution**

**Administration recommendation:**

**Option 1:** that Council approve the 2025 Medical Clinic Deficit Requisition and the 2026 Capital Requisitions as follows:

1. The 2025 Operating Deficit in the amount of \$7,949.12; this amount has been allocated and accounted for within the 2026 Operating Budget.
2. The 2026 Annual Capital Requisition (20% portion) of \$2,000.00, to come from reserves; and
3. The 2026 Special Renovation Requisition (20% portion) of \$13,000.00, to come from reserves;

**For a total requisition of \$22,949.12, of which \$15,000.00 is to come from reserves.**

**Option 2:** That Council direct Administration accordingly.

# Central Peace Medical Services Corporation

Birch Hills County, MD of Spirit River #133, Saddle Hills County, Town of Spirit River, Village of Rycroft

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April 16, 2026

MD of Spirit River #133  
Box 389,  
Spirit River, AB  
TOH 3G0

## RE: 2025 DEFICIT REQUISITION PLUS 2026 CAPITAL REQUISITIONS

The Central Peace Medical Services Corporation has an outstanding deficit of \$39,745.59 for the 2025 fiscal financial year. The Corporation's Articles of Association and Memorandum of Agreement specify that deficits be recovered from member municipalities as per the agreed upon formula. Thus, the MD of Spirit River #133's portion is 20% of the deficit, accordingly, calculated as \$7,949.12 for 2025.

\$39,745.59 is split 30% Saddle Hills County @ \$11,923.67 (0.01 rounded down)  
\$39,745.59 is split 20% Birch Hills County @ \$7,949.12  
\$39,745.59 is split 20% MD of Spirit River #133 @ \$7,949.12  
\$39,745.59 is split 20% Town of Spirit River @ \$7,949.12  
\$39,745.59 is split 10% Village of Rycroft @ \$3,974.56

The Board of Directors previously approved an annual additional requisition, for future capital, of \$10,000 per year based upon the same agreed upon formula. Thus, the MD of Spirit River #133's portion is \$2,000.00 as per below:

\$10,000.00 is split 30% Saddle Hills County @ \$3,000.00  
\$10,000.00 is split 20% Birch Hills County @ \$2,000.00  
\$10,000.00 is split 20% MD of Spirit River #133 @ \$2,000.00  
\$10,000.00 is split 20% Town of Spirit River @ \$2,000.00  
\$10,000.00 is split 10% Village of Rycroft @ \$1,000.00

At the Annual General Meeting on April 10th, 2026, building renovations were discussed, estimated at \$112,249.52. There was \$77,807.32 in capital reserves on December 31st, 2025, plus an additional \$10K from this requisition would bring the balance to \$87,807.32. With a contingency on the construction estimate it was decided to requisition an additional one time \$65K capital requisition this

year and look to increase the \$10K annual capital amount to higher amount in 2027 to allow for an increased annual accumulated capital reserve balance moving forward as the building is aging.

Therefore, an additional \$65K requisitioned as per the formula would be as per below:

\$65,000.00 is split 30% Saddle Hills County @ \$19,500.00  
\$65,000.00 is split 20% Birch Hills County @ \$13,000.00  
\$65,000.00 is split 20% MD of Spirit River #133 @ \$13,000.00  
\$65,000.00 is split 20% Town of Spirit River @ \$13,000.00  
\$65,000.00 is split 10% Village of Rycroft @ \$6,500.00

**Therefore, the total requisition for the MD of Spirit River #133 is \$22,949.12.**

As always, we appreciate your Municipality and Council in assisting the Corporation in operating the clinic to provide services to our region. The Corporation is always looking at ways to reduce costs and increase revenue to reduce our annual deficit, which would result in relying less on the municipalities.

Sincerely,



Cary Merritt  
COO



ALBERTA

TRANSPORTATION and ECONOMIC CORRIDORS

*Office of the Minister  
MLA, Innisfail-Sylvan Lake*

April 15, 2026

AR 107170

Mr. Tony Van Rootselaar  
Reeve  
Municipal District of Spirit River No. 133  
Box 389  
Spirit River, AB T0H 3G0  
[mdsr133@mdspiritriver.ab.ca](mailto:mdsr133@mdspiritriver.ab.ca)

Dear Reeve Van Rootselaar:

I am pleased to advise you and your council the following project is approved for funding under the Alberta Traffic Safety Fund program:

- Highway 49 and Highway 2 Intersection Right-of-Way Speed Indicator Signs, maximum grant of \$33,750.

The final grant amount will be based on the actual eligible costs at the time of project completion, up to the approved maximum grant amount. Please note, as a condition of this grant, no cost increases will be considered. Transportation and Economic Corridors staff will be contacting administration shortly to make arrangements for the grant agreement.

Our government remains committed to enhancing public safety on local roads by supporting municipalities through the Alberta Traffic Safety Fund and investing in targeted upgrades which address identified safety risks across the province.

Sincerely,

A handwritten signature in blue ink, appearing to read "Devin Dreeshen".

Honourable Devin Dreeshen, ECA  
Minister of Transportation and Economic Corridors

cc: Honourable Todd Loewen, ECA, MLA for Central Peace-Notley

Protected A (when completed)

The personal information collected through the Alberta Traffic Safety Fund Application Form is for the administration of the Alberta Traffic Safety Fund program. This collection is authorized by section 4(c) of the *Protection of Privacy Act*. For questions about the collection of personal information, contact the Alberta Traffic Safety Fund by email at [tec.atsf@gov.ab.ca](mailto:tec.atsf@gov.ab.ca).

### Section 1: General Information

Application Date yyyy-mm-dd	Municipality Name		
2026-01-05	Municipal District of Spirit River No. 133		
Municipality Address	City or Town	Province	Postal Code
4202 50th Street	Spirit River	AB	T0H 3G0
Contact Last Name	Contact First Name		
Bremont	Monty		
Contact Position	Phone	Email Address	
Assistant CAO	780-864-3500	Mbremont@mdspiritrive.ab.ca	
Project Name			
Highway 49 and Highway 2 Intersection (All 4 Sides of Intersection)			
Project Location (address/intersection or latitude/longitude)			
Highway 49 & Highway 2, 55.75637091656761, -118.69857023510576			

### Section 2: Project Information

1. Detailed Project Description (describe scope, schedule, and plan for implementation):

**Location:** Intersection of Highway 49 and Highway 2, Village of Rycroft, AB. **Project Goal:** To improve traffic safety and reduce collision frequency by installing solar-powered Radar Speed Indicator Signs (RSIS) at all four approaches to the intersection. The intersection of Highway 49 and Highway 2 is a critical junction for industrial and oilfield logistics. The angle of the intersection, combined with a high volume of heavy-vehicle traffic (B-trains, tankers, and wide loads), has resulted in significant safety concerns and a history of collisions. By providing real-time visual feedback to drivers, particularly those operating heavy machinery, the project aims to increase compliance with speed reductions and ensure vehicles are traveling at a safe speed before reaching the stop sign at the intersection. The scope of this project includes the procurement, site preparation, and installation of four permanent speed indicator signs. **Hardware:** Four (4) pole-mounted, solar-powered radar speed signs with high-visibility LED displays. **Placement:** Signs will be installed within the Highway Right of Way (ROW) at approximately 200-300 meters from the intersection at the following approaches: Northbound (Hwy 2), Southbound (Hwy 2), Eastbound (Hwy 49), Westbound (Hwy 49). **Permitting:** Coordination with Alberta Transportation and Economic Corridors for ROW access and roadside development permits. The municipality has already engaged with a member of TEC regarding the permitting process. **Data Integration:** Setup of Bluetooth or cellular data logging to track speed trends for future safety audits. **Implementation:** The project will follow a phased approach to ensure completion by the end of April. **Phase I: Engineering & Permitting (March - April).** Conduct a site survey to identify optimal line-of-sight for radar detection and solar exposure. Submit permit applications to the provincial government for working within the highway corridor. Finalize hardware specifications (ensuring signs are rated for Northern Alberta's winter climate). **Phase II: Procurement & Prep (April - May).** Order signage and mounting hardware. Locate underground utilities (Alberta One Call) at each of the four installation sites. Engage a local contractor for piling or base installation. **Phase III: Installation & Calibration (May - June).** **Week 1:** Install screw piles or concrete bases at the four designated locations. **Week 2:** Mount poles and solar arrays. **Week 3:** Install LED sign units and calibrate radar sensitivity to ensure heavy trucks are detected accurately. **Week 4:** Final testing, community notification, and project close-out.

2. If Automated Traffic Enforcement was previously implemented or proposed at the project location, provide detailed information on the Automated Traffic Enforcement strategy and date of installation and removal (provide backup documentation via email submission):

There has been no automated traffic enforcement at the proposed site, however, due to the nature of the intersection and the high collision rates over the years there have been talks about upgrading the intersection to a traffic circle, although this has never come to fruition.

3. Application for:  Stream 1 - Funding for traffic calming devices or improved signage.  
 Stream 2 - Funding for an engineering or design study.

4. Total Project Costs	
a. Engineering/Consulting:	\$15,000.00
b. Materials and equipment:	\$34,000.00
c. Construction contract:	\$18,000.00
d. Other (specify): Data Subscription	\$500.00
e. Total project costs:	\$67,500.00

5. Sources of Funds	
a. ATSF grant requested	\$33,750.00
b. All other sources (specify): MD Spirit River share	\$33,750.00
Are other sources of funding secured?	
c. Total sources of funds:	\$67,500.00

Estimated Start Date yyyy-mm-dd      Estimated Completion Date yyyy-mm-dd  
2026-04-01      2026-06-01

### Section 3: Collision Frequency and Site Analysis

All collision and injury data must be obtained from Transportation and Economic Corridors as the source for official traffic records in Alberta. For the latest official non-wildlife collision and injury data please email: [trafficsafetydata@gov.ab.ca](mailto:trafficsafetydata@gov.ab.ca).

1. Collision Data collected over a five-year period (provide backup documentation via email submission):

a. Collision frequency at the proposed site:

Latitude/Longitude:

55.75637091656761, -118.69857023510576 (Hwy 49 & Hwy 2)

Proposed Site A	Total
Number of fatal collisions	0
Number of injury collisions	21
Number of property damage only collisions	12
Grand Total	33

b. Collision frequency comparison to five similar sites:

i. Latitude/Longitude:

55.884777331307106, -118.63128968069763 (Hwy 2, Dunvegan)

Similar Site B	Total
Number of fatal collisions	0
Number of injury collisions	3
Number of property damage only collisions	3
Grand Total	6

ii. Latitude/Longitude:

55.78126544366901, -119.00860117928167 (Hwy 49, Hwy 727)

Similar Site C	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	5
Grand Total	5

iii. Latitude/Longitude:

55.7812893192695, -118.8359726577059 (Hwy 49, 50 St. S.R.)

Similar Site D	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	5
Grand Total	5

iv. Latitude/Longitude:

55.7812620445747, -118.87959422131497 (Hwy 49, RR 64)

Similar Site E	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	3
Grand Total	4

v. Latitude/Longitude:

55.592329961599695, -118.69864951777102 (Hwy 2, Hwy 677)

Similar Site F	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	3
Grand Total	4

c. **Severity of Collisions.** For each site, list each collision on it's own row. Data listed below is for example purposes only.

Location	Collision Year	TEC Case Number	Collision Severity
Site X	2019	XXXXX	Injury
Site X	2020	XXXXX	Property Damage Only
Site X	2020	XXXXX	Fatal
Site X	2021	XXXXX	Property Damage Only
Site Y	2019	XXXXX	Injury
Site Y	2020	XXXXX	Fatal
Site Z	2021	XXXXX	Property Damage Only
Site A (proposed)	2019	1180353	Property Damage Only
Site A (proposed)	2022	5101375	Injury
Site A (proposed)	2022	5116348	Injury
Site A (proposed)	2022	5117599	Property Damage Only
Site A (proposed)	2022	5125559	Property Damage Only
Site A (proposed)	2022	5131978	Property Damage Only
Site A (proposed)	2022	5158122	Injury
Site A (proposed)	2023	5162559	Property Damage Only
Site B	2019	1099239	Injury
Site B	2020	5044671	Injury
Site B	2020	5006992	Property Damage Only
Site B	2021	5060366	Property Damage Only
Site B	2021	5086534	Injury
Site B	2022	5107052	Property Damage Only
Site C	2019	1073061	Property Damage Only
Site C	2019	1093730	Property Damage Only
Site C	2021	5058957	Property Damage Only
Site C	2021	5074374	Property Damage Only
Site C	2021	5080474	Property Damage Only
Site D	2020	5015781	Property Damage Only
Site D	2020	5031105	Property Damage Only
Site D	2022	5123582	Property Damage Only
Site D	2022	5134882	Property Damage Only
Site D	2023	5191417	Property Damage Only
Site E	2020	5047809	Property Damage Only
Site E	2021	5053487	Property Damage Only
Site E	2021	5053486	Property Damage Only
Site E	2022	5125558	Injury
Site F	2021	5095416	Property Damage Only
Site F	2021	5093901	Property Damage Only
Site F	2022	5130331	Injury

## Section 4: Proposed Safety Measures

1. List the proposed safety measures (provide backup documentation via email submission):

The core of the project involves installing four speed indicator signs. These units provide immediate psychological feedback to drivers, which is highly effective for heavy vehicle operators who may not realize they are carrying too much momentum into the intersection. Location: One sign placed at each approach (North, South, East, and West) within the highway right-of-way. Positioning: Set approximately 200-300 meters back from the intersection to allow for safe braking distance for B-trains and tankers. Each sign will be equipped with cellular data logging capabilities to support long-term safety planning. To supplement the physical devices, the project plan includes alerting the public, local industry and residents of the new traffic calming measures.

2. Describe specific outcomes the municipality hopes to achieve after implementing the proposed safety measures:

1. Reduction in Collision Frequency and Severity: A reduction in the "Injury" collision rate, which currently accounts for over 50% of the unique incidents at this site. By forcing a reduction in approach speeds, the kinetic energy involved in potential impacts is significantly lowered, turning high-injury accidents into minor "property damage only" incidents or preventing them entirely.
2. Increased Driver Compliance with Speed Limits: A decrease in "85th percentile speeds" (the speed at or below which 85% of vehicles travel) on all four approaches. Consistent speeds among B-trains, tankers, and passenger vehicles reduce the "speed differential," which is a leading cause of rear-end and side-swipe collisions at highway junctions. The visual feedback from the radar signs prompts drivers of heavy loads to begin decelerating 200-300 meters before the intersection. This ensures that even if the light changes or a vehicle pulls out, the heavy truck has the air-brake capacity to stop safely.
3. Improved Reaction Time for Heavy Vehicles: Earlier braking engagement from B-trains and tankers.
4. Mitigation of Residents' Safety Concerns: Improved public perception of safety as measured by resident feedback and community surveys. Providing a visible, high-tech solution demonstrates that the municipality and Alberta Transportation are taking proactive steps to protect residents, which can reduce anxiety for local drivers navigating the intersection daily.
5. Data-Supported Future Infrastructure Planning: The municipality will obtain hard data (vehicle counts, peak speeding times, and average speeds) that can be used for further upgrades, such as permanent signalization or intersection re-alignment, if the radar signs identify a persistent volume-based risk.
6. Protection of Municipal and Provincial Infrastructure: Lowered annual maintenance and repair costs for intersection-related infrastructure. Controlled deceleration reduces "rutting" in the asphalt caused by heavy trucks slamming on brakes, preserving the road surface for longer cycles.

## Authorization

Submitted by (Name and Position):

Monty Bremont, Assistant CAO, Municipal District of Spirit River No. 133

Monty Bremont

Digitally signed by Monty Bremont  
Date: 2026.01.06 11:28:41 -0700

Signature

## Submission Instructions:

Email your completed and signed application and any related backup documentation by clicking the submit button below.



ALBERTA

TRANSPORTATION and ECONOMIC CORRIDORS

*Office of the Minister  
MLA, Innisfail-Sylvan Lake*

April 15, 2026

AR 107170

Mr. Tony Van Rootselaar  
Reeve  
Municipal District of Spirit River No. 133  
Box 389  
Spirit River, AB T0H 3G0  
[mdsr133@mdspiririver.ab.ca](mailto:mdsr133@mdspiririver.ab.ca)

Dear Reeve Van Rootselaar:

I am pleased to advise you and your council the following project is approved for funding under the Alberta Traffic Safety Fund program:

- Highway 49 and Highway 731 Descent Speed Mitigation and Intersection Protection, maximum grant of \$8,750.

The final grant amount will be based on the actual eligible costs at the time of project completion, up to the approved maximum grant amount. Please note, as a condition of this grant, no cost increases will be considered. Transportation and Economic Corridors staff will be contacting administration shortly to make arrangements for the grant agreement.

Our government remains committed to enhancing public safety on local roads by supporting municipalities through the Alberta Traffic Safety Fund and investing in targeted upgrades which address identified safety risks across the province.

Sincerely,

A handwritten signature in blue ink, appearing to read "Devin Dreeshen".

Honourable Devin Dreeshen, ECA  
Minister of Transportation and Economic Corridors

cc: Honourable Todd Loewen, ECA, MLA for Central Peace-Notley

Protected A (when completed)

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### Section 1: General Information

Application Date yyyy-mm-dd	Municipality Name		
2026-01-06	Municipal District of Spirit River No. 133		
Municipality Address	City or Town	Province	Postal Code
4202 50th Street	Spirit River	AB	T0H 3G0
Contact Last Name	Contact First Name		
Bremont	Monty		
Contact Position	Phone	Email Address	
Assistant CAO	780-864-3500	Mbremont@mdspiritriver.ab.ca	
Project Name			
Highway 49 and Highway 731 Descent Speed Mitigation & Intersection Protection			
Project Location (address/intersection or latitude/longitude)			
Highway 49 & Highway 731, 55.7808991900106, -118.85365461499866			

### Section 2: Project Information

1. Detailed Project Description (describe scope, schedule, and plan for implementation):

**Project Objective:** To reduce the approach speed of vehicles—specifically heavy industrial and oilfield loads—descending the steep slope of Highway 731 before they reach the critical junction at Highway 49.

2. If Automated Traffic Enforcement was previously implemented or proposed at the project location, provide detailed information on the Automated Traffic Enforcement strategy and date of installation and removal (provide backup documentation via email submission):

Highway 731 features a significant topographical challenge: a long, steep descent that terminates directly at a T-intersection or junction with Highway 49. Local observations indicate that the current 60 km/h posted limit is frequently exceeded. For heavy B-trains and oilfield equipment, the combination of a steep grade and high momentum creates a high-risk "runaway" scenario where vehicles may be unable to stop before entering the high-volume traffic on Highway 49. This project will implement a radar-based speed feedback system designed to provide real-time warnings to drivers, prompting early engine braking and mechanical braking well before the intersection's stop/yield point. Project Scope: Equipment: One (1) industrial-grade, solar-powered Radar Speed Indicator Sign (RSIS) with an extra-large 18" LED display for maximum visibility. Specialized Warning System: Inclusion of a "Slow Down" high-intensity strobe kit that activates specifically when vehicles exceed 65 km/h. Placement: The sign will be located on the northbound shoulder of Highway 731, positioned at the mid-point of the hill to catch speeders before they reach the steepest final section of the grade. Infrastructure: Installation of a heavy-duty breakaway steel post and a 100W solar array to ensure functionality during Northern Alberta winters. Data Logging: Implementation of a cellular modem to provide the municipality with "Speeds vs. Time of Day" reports to track industrial traffic patterns.

3. Application for:  Stream 1 - Funding for traffic calming devices or improved signage.

Stream 2 - Funding for an engineering or design study.

4. Total Project Costs	
a. Engineering/Consulting:	\$5,000.00
b. Materials and equipment:	\$7,000.00

4. Total Project Costs	
c. Construction contract:	\$5,000.00
d. Other (specify): Data Subscription	\$500.00
e. Total project costs:	\$17,500.00

5. Sources of Funds	
a. ATSF grant requested	\$8,750.00
b. All other sources (specify): Municipal share	\$8,750.00
Are other sources of funding secured?	
c. Total sources of funds:	\$17,500.00

Estimated Start Date yyyy-mm-dd      Estimated Completion Date yyyy-mm-dd  
2026-04-01      2026-06-01

### Section 3: Collision Frequency and Site Analysis

All collision and injury data must be obtained from Transportation and Economic Corridors as the source for official traffic records in Alberta. For the latest official non-wildlife collision and injury data please email: [trafficsafetydata@gov.ab.ca](mailto:trafficsafetydata@gov.ab.ca).

**1. Collision Data collected over a five-year period (provide backup documentation via email submission):**

**a. Collision frequency at the proposed site:**

Latitude/Longitude:

55.78124369214722, -118.85368116751124 (Hwy 49 & Hwy 731)

Proposed Site A	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	4
Grand Total	4

**b. Collision frequency comparison to five similar sites:**

i. Latitude/Longitude:

55.781259410261434, -119.00860117968996 (Hwy 49 & Hwy 727)

Similar Site B	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	5
Grand Total	5

ii. Latitude/Longitude:

55.78128598479261, -118.8359774649354 (Hwy 49 & 50 St. S.R)

Similar Site C	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	5
Grand Total	5

iii. Latitude/Longitude:

55.884753261843976, -118.63132186720345 (Hwy 2, Dunvegan)

Similar Site D	Total
Number of fatal collisions	0
Number of injury collisions	3
Number of property damage only collisions	3
Grand Total	6

iv. Latitude/Longitude:

55.59233645125827, -118.698645949485 (Hwy 49 & Hwy 2)

Similar Site E	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	3
Grand Total	4

v. Latitude/Longitude:

55.781249056799815, -118.87957622205246 (Hwy 49 & RR 64)

Similar Site F	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	3
Grand Total	4

c. **Severity of Collisions.** For each site, list each collision on it's own row. Data listed below is for example purposes only.

Location	Collision Year	TEC Case Number	Collision Severity
Site X	2019	XXXXX	Injury
Site X	2020	XXXXX	Property Damage Only
Site X	2020	XXXXX	Fatal
Site X	2021	XXXXX	Property Damage Only
Site Y	2019	XXXXX	Injury
Site Y	2020	XXXXX	Fatal
Site Z	2021	XXXXX	Property Damage Only
Site A (Proposed)	2023	5174897	Property Damage Only
Site A (Proposed)	2023	5183504	Property Damage Only
Site B	2019	1073061	Property Damage Only
Site B	2019	1093730	Property Damage Only
Site B	2021	5058957	Property Damage Only
Site B	2021	5074374	Property Damage Only
Site B	2021	5080474	Property Damage Only
Site C	2020	5015781	Property Damage Only
Site C	2020	5031105	Property Damage Only
Site C	2022	5123582	Property Damage Only
Site C	2022	5134882	Property Damage Only
Site C	2023	5191417	Property Damage Only
Site D	2019	1099239	Injury
Site D	2020	5006992	Property Damage Only
Site D	2020	5044671	Injury
Site D	2021	5060366	Property Damage Only
Site D	2021	5086534	Injury
Site D	2022	5107052	Property Damage Only
Site E	2021	5093901	Property Damage Only
Site E	2021	5095416	Property Damage Only
Site E	2022	5130331	Injury
Site E	2023	5147065	Property Damage Only
Site F	2020	5047809	Property Damage Only
Site F	2021	5053486	Property Damage Only
Site F	2021	5053487	Property Damage Only
Site F	2022	5125558	Injury

#### Section 4: Proposed Safety Measures

1. List the proposed safety measures (provide backup documentation via email submission):

The primary intervention is the installation of a speed indicator sign on the northbound shoulder of Highway 731. The sign will be positioned at the "point of no return" on the hill, where heavy trucks must

begin braking to achieve a safe stop at the base.

2. Describe specific outcomes the municipality hopes to achieve after implementing the proposed safety measures:

1. Reduction in "Terminal Velocity" at the Intersection: A significant decrease in the speed of vehicles as they reach the final 50 meters of the Highway 731 hill. A target reduction of the 85th percentile speed from the currently observed over 60 km/h to within the 60-65 km/h range. Lowering the entry speed into the Highway 49 junction directly reduces the risk of "overshoot" collisions where trucks cannot stop in time for cross-traffic.
2. Increased Early Braking Compliance: Prompting heavy industrial loads (B-trains and tankers) to engage engine brakes or service brakes earlier in the descent. Data logging will track "deceleration rates" to confirm vehicles are reacting to the radar sign at the mid-point of the hill rather than slamming on brakes at the base. Prevents the asphalt rutting at the intersection stop line.
3. Measurable Decrease in Collision Frequency: A reduction in collisions at a site where there is high potential for severe collisions.
4. Evidence-Based Safety: Monthly "Speed Compliance Reports" generated by the sign's cellular data link.
5. Community Safety Assurance: Direct response to the travel concerns voiced by residents who feel unsafe pulling onto Highway 49 from the Spirit River area. Positive feedback in municipal town hall sessions or community surveys regarding the visible safety improvements. Strengthens the relationship between the municipality and the industrial sector by creating a safer shared-use environment for both residents and oilfield operators.

## Authorization

Submitted by (Name and Position):

Monty Bremont, Assistant CAO, Municipal District of Spirit River No. 133

**Monty Bremont**

Digitally signed by Monty Bremont  
Date: 2026.01.06 13:29:09 -0700

Signature

## Submission Instructions:

Email your completed and signed application and any related backup documentation by clicking the submit button below.



ALBERTA

TRANSPORTATION and ECONOMIC CORRIDORS

*Office of the Minister  
MLA, Innisfail-Sylvan Lake*

April 15, 2026

AR 107170

Mr. Tony Van Rootselaar  
Reeve  
Municipal District of Spirit River No. 133  
Box 389  
Spirit River, AB T0H 3G0  
[mdsr133@mdspiritriver.ab.ca](mailto:mdsr133@mdspiritriver.ab.ca)

Dear Reeve Van Rootselaar:

I am pleased to advise you and your council the following project is approved for funding under the Alberta Traffic Safety Fund program:

- Highway 49 and East Entrance to Spirit River Speed Indicator Sign, maximum grant of \$8,750.

The final grant amount will be based on the actual eligible costs at the time of project completion, up to the approved maximum grant amount. Please note, as a condition of this grant, no cost increases will be considered. Transportation and Economic Corridors staff will be contacting administration shortly to make arrangements for the grant agreement.

Our government remains committed to enhancing public safety on local roads by supporting municipalities through the Alberta Traffic Safety Fund and investing in targeted upgrades which address identified safety risks across the province.

Sincerely,

A handwritten signature in blue ink, appearing to read "Devin Dreeshen".

Honourable Devin Dreeshen, ECA  
Minister of Transportation and Economic Corridors

cc: Honourable Todd Loewen, ECA, MLA for Central Peace-Notley

Protected A (when completed)

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### Section 1: General Information

Application Date yyyy-mm-dd	Municipality Name		
2026-01-06	Municipal District of Spirit River No. 133		
Municipality Address	City or Town	Province	Postal Code
4202 - 50th Street	Spirit River	AB	T0H 3G0
Contact Last Name	Contact First Name		
Bremont	Monty		
Contact Position	Phone	Email Address	
Assistant CAO	780-864-3500	Mbremont@mdspiritriver.ab.ca	
Project Name			
Highway 49 and East Entrance to Spirit River			
Project Location (address/intersection or latitude/longitude)			
Highway 49 & 47th Street, 55.78001767600034, -118.8273892167631			

### Section 2: Project Information

1. Detailed Project Description (describe scope, schedule, and plan for implementation):

The goal of this project is to install a solar-powered Radar Speed Indicator Sign (RSIS) at the eastern entrance of the Town of Spirit River on Highway 49. The initiative aims to achieve consistent compliance with the 60 km/h posted speed limit, ensuring a safe transition for industrial, commercial, and passenger vehicles as they enter the town from high-speed highway segments. Highway 49 serves as a primary logistical artery for Northwest Alberta, connecting the region to Saddle Hills County, the British Columbia border, and Dawson Creek. The east entrance of Spirit River is a high-pressure traffic zone characterized by: Heavy Industrial & Oilfield Traffic: Frequent movement of oversized loads, service rigs, and heavy-haul trucks. These vehicles require significantly longer braking distances; early speed awareness is vital to prevent rear-end collisions and "runaway" speed through the town core. High-Volume Transit: As a major route for BC-bound traffic, many motorists are on long-distance trips. The "Your Speed" feedback helps mitigate "speed adaptation" (where drivers lose the sensation of speed after long periods of highway driving). Active Transportation Safety: The 8 km corridor between Spirit River and the Village of Rycroft is frequently used by pedestrians and cyclists. Managing motorist speed is essential to reduce the wind-shear effect and collision risk for these vulnerable users. Conduct a sight-line analysis at the east entrance to ensure the sign is visible from at least 200m away, allowing heavy vehicles ample time to engine-brake. Supply and install a pole with a breakaway base to meet provincial safety standards and install a solar powered RSIS. Configure the system to log speed statistics, which will be used to inform future Peace Officer/RCMP patrolling schedules and municipal infrastructure planning.

Phase 1: Planning & Regulatory Compliance: Secure the necessary Highway Development permits and ensure the sign placement does not interfere with existing provincial signage. Consult with local industry partners and the RCMP to align speed management efforts.

Phase 2: Technical Procurement: Select a battery-solar configuration optimized for the -40°C temperatures and limited sunlight hours of the Peace Region. Program the unit with "High Speed" alerts (e.g., flashing when speeds exceed 65 km/h) to catch the attention of distracted drivers.

Phase 3: Physical Installation: Installation of the pole foundation and solar array. On-site testing using a calibrated radar device to ensure the display matches actual vehicle speeds.

2. If Automated Traffic Enforcement was previously implemented or proposed at the project location, provide detailed information on the Automated Traffic Enforcement strategy and date of installation and removal (provide backup documentation via email submission):

N/A

3. Application for:  Stream 1 - Funding for traffic calming devices or improved signage.  
 Stream 2 - Funding for an engineering or design study.

4. Total Project Costs	
a. Engineering/Consulting:	\$5,000.00
b. Materials and equipment:	\$7,000.00
c. Construction contract:	\$5,000.00
d. Other (specify): Data Subscription	\$500.00
e. Total project costs:	\$17,500.00

5. Sources of Funds	
a. ATSF grant requested	\$8,750.00
b. All other sources (specify): Municipal share	\$8,750.00
Are other sources of funding secured?	
c. Total sources of funds:	\$17,500.00

Estimated Start Date yyyy-mm-dd      Estimated Completion Date yyyy-mm-dd  
2026-04-01      2026-06-01

### Section 3: Collision Frequency and Site Analysis

All collision and injury data must be obtained from Transportation and Economic Corridors as the source for official traffic records in Alberta. For the latest official non-wildlife collision and injury data please email: [trafficsafetydata@gov.ab.ca](mailto:trafficsafetydata@gov.ab.ca).

1. Collision Data collected over a five-year period (provide backup documentation via email submission):

a. Collision frequency at the proposed site:

Latitude/Longitude:

55.78001767600034, -118.8273892167631 (Hwy 49 & 47th St.)

Proposed Site A	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	0
Grand Total	0

b. Collision frequency comparison to five similar sites:

i. Latitude/Longitude:

55.75219803274494, -118.59536840314249 (Hwy 49 &amp; RR 45)

Similar Site B	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	1
Grand Total	1

ii. Latitude/Longitude:

55.781252139691794, -119.00859336410804 (Hwy 49 &amp; Hwy 727)

Similar Site C	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	2
Grand Total	2

iii. Latitude/Longitude:

55.82490930098516, -119.9049661197285 (Hwy 49 &amp; RR 131)

Similar Site D	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	0
Grand Total	1

iv. Latitude/Longitude:

55.839854410061584, -119.54025627351777 (Hwy 49 &amp; RR 105)

Similar Site E	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	0
Grand Total	1

v. Latitude/Longitude:

55.7232149690097, -117.90663897409567 (Hwy 49 &amp; RR 261)

Similar Site F	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	1
Grand Total	1

c. **Severity of Collisions.** For each site, list each collision on it's own row. Data listed below is for example purposes only.

Location	Collision Year	TEC Case Number	Collision Severity
Site X	2019	XXXXX	Injury
Site X	2020	XXXXX	Property Damage Only
Site X	2020	XXXXX	Fatal
Site X	2021	XXXXX	Property Damage Only
Site Y	2019	XXXXX	Injury
Site Y	2020	XXXXX	Fatal
Site Z	2021	XXXXX	Property Damage Only
Site A	N/A	N/A	
Site B	2019	1077074	Property Damage Only
Site C	2019	1073061	Property Damage Only
Site D	2022	5149750	Injury
Site E	2019	1084584	Injury
Site F	2019	1101386	Property Damage Only

**Section 4: Proposed Safety Measures**

1. List the proposed safety measures (provide backup documentation via email submission):

Installation of a solar powered RSIS at the East Entrance to the Town of Spirit River. This is specifically designed to combat "speed adaptation"—the tendency for highway drivers to lose their sense of actual speed after long periods of driving. The sign will be programmed to flash or pulse when a vehicle exceeds a certain threshold (e.g., 65 km/hr), specifically targeting distracted drivers or those failing to decelerate for the 60 km/hr town limit. Positioning the sign at a minimum 200m visibility point. This is critical for the heavy industrial and oilfield traffic on Highway 49, as it provides the distance required for heavy-haul trucks to engine-brake effectively. The unit will collect anonymous data on vehicle counts and speed trends. By forcing deceleration at the town boundary, the measure reduces the "wind-shear" and turbulence caused by high-speed heavy vehicles, creating a safer environment for cyclists and pedestrians traveling the 8km corridor to Rycroft. Early warning allows for gradual deceleration, reducing the likelihood of rear-end collisions at the town's first major intersections, where industrial traffic often encounters slower-moving local passenger vehicles.

2. Describe specific outcomes the municipality hopes to achieve after implementing the proposed safety measures:

To achieve a statistically significant reduction in average vehicle speeds as they cross from the high-speed highway zone into the 60 km/h town limit. To eliminate the tendency of motorists to maintain highway speeds until they reach the town center, ensuring they are already at or below the limit upon entering the first residential/commercial blocks. Based on the 7 recorded collisions within 500 metres of the entrance, the goal is to lower this incident rate by providing drivers with earlier situational awareness. By slowing heavy industrial vehicles early, the project aims to prevent the transition of "Property Damage Only" incidents into "Injury" or "Fatal" collisions, such as those observed at other high-traffic nodes on Highway 49 (e.g., Gordondale and Bay Tree). To create a safer environment for the residents walking or cycling the 8 km corridor between Spirit River and Rycroft. Lower vehicle speeds directly reduce the lethal force in the event of a collision and mitigate the dangerous "wind-blast" effect caused by heavy trucks passing pedestrians at high speeds. Utilizing the sign's internal data-logging capabilities to provide the Town and local RCMP with accurate reports on when speeding is most prevalent. This allows for "precision enforcement"—placing patrols during documented high-risk windows rather than relying on guesswork. Establishing a clear "Safety Gateway" at the east entrance that signals to residents and visitors alike that Spirit River is a pedestrian-friendly community that prioritizes the safety of its citizens over through-traffic speed.

**Authorization**

Submitted by (Name and Position):

Monty Bremont, Assistant CAO, Municipal District of Spirit River No. 133

Monty Bremont

Digitally signed by Monty Bremont  
Date: 2026.01.06 14:26:38 -0700

Signature

**Submission Instructions:**

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ALBERTA

TRANSPORTATION and ECONOMIC CORRIDORS

*Office of the Minister  
MLA, Innisfail-Sylvan Lake*

April 15, 2026

AR 107170

Mr. Tony Van Rootselaar  
Reeve  
Municipal District of Spirit River No. 133  
Box 389  
Spirit River, AB T0H 3G0  
[mdsr133@mdspiritriver.ab.ca](mailto:mdsr133@mdspiritriver.ab.ca)

Dear Reeve Van Rootselaar:

I am pleased to advise you and your council the following project is approved for funding under the Alberta Traffic Safety Fund program:

- Highway 49 and West Entrance to Rycroft Speed Indicator Sign, maximum grant of \$8,750.

The final grant amount will be based on the actual eligible costs at the time of project completion, up to the approved maximum grant amount. Please note, as a condition of this grant, no cost increases will be considered. Transportation and Economic Corridors staff will be contacting administration shortly to make arrangements for the grant agreement.

Our government remains committed to enhancing public safety on local roads by supporting municipalities through the Alberta Traffic Safety Fund and investing in targeted upgrades which address identified safety risks across the province.

Sincerely,

A handwritten signature in blue ink, appearing to read "Devin Dreeshen".

Honourable Devin Dreeshen, ECA  
Minister of Transportation and Economic Corridors

cc: Honourable Todd Loewen, ECA, MLA for Central Peace-Notley



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**Section 1: General Information**

Application Date yyyy-mm-dd	Municipality Name		
2026-01-06	Municipal District of Spirit River No. 133		
Municipality Address	City or Town	Province	Postal Code
4202 - 50th Street	Spirit River	AB	T0H 3G0
Contact Last Name	Contact First Name		
Bremont	Monty		
Contact Position	Phone	Email Address	
Assistant CAO	780-864-3500	Mbremont@mdspiritriv.ab.ca	
Project Name			
Highway 49 and West Entrance to Rycroft			
Project Location (address/intersection or latitude/longitude)			
Highway 49 & RR 54, 55.759877925841494, -118.72029301108304			

**Section 2: Project Information**

1. Detailed Project Description (describe scope, schedule, and plan for implementation):

The goal of this project is to install a solar-powered Radar Speed Indicator Sign (RSIS) at the western entrance of the Village of Rycroft on Highway 49. The initiative aims to achieve consistent compliance with the 60 km/hr posted speed limit, ensuring a safe transition for industrial, commercial, and passenger vehicles as they enter the village from high-speed highway segments. Highway 49 serves as a primary logistical artery, connecting the region to Spirit River, Saddle Hills County, and the BC border. The west entrance is a high-pressure zone characterized by heavy industrial and oilfield traffic requiring significant braking distances. The "Your Speed" feedback will mitigate "speed adaptation" for long-distance motorists. Additionally, this entrance is critical for the safety of pedestrians and cyclists utilizing the 8 km corridor between Rycroft and Spirit River. Phase 1: Secure Highway Development permits and consult with local industry and RCMP. Phase 2: Procure a battery-solar unit optimized for -40 and program "High Speed" alerts for speeds exceeding 65 km/hr. Phase 3: Install pole foundation and solar array, followed by on-site radar calibration.

2. If Automated Traffic Enforcement was previously implemented or proposed at the project location, provide detailed information on the Automated Traffic Enforcement strategy and date of installation and removal (provide backup documentation via email submission):

N/A

3. Application for:  Stream 1 - Funding for traffic calming devices or improved signage.  
 Stream 2 - Funding for an engineering or design study.

4. Total Project Costs	
a. Engineering/Consulting:	\$5,000.00
b. Materials and equipment:	\$7,000.00
c. Construction contract:	\$5,000.00

4. Total Project Costs	
d. Other (specify): Data Subscription	\$500.00
e. Total project costs:	\$17,500.00

5. Sources of Funds	
a. ATSF grant requested	\$8,750.00
b. All other sources (specify): Municipal share	\$8,750.00
Are other sources of funding secured?	
c. Total sources of funds:	\$17,500.00

Estimated Start Date yyyy-mm-dd      Estimated Completion Date yyyy-mm-dd

2026-04-01      2026-06-01

### Section 3: Collision Frequency and Site Analysis

All collision and injury data must be obtained from Transportation and Economic Corridors as the source for official traffic records in Alberta. For the latest official non-wildlife collision and injury data please email: [trafficsafetydata@gov.ab.ca](mailto:trafficsafetydata@gov.ab.ca).

#### 1. Collision Data collected over a five-year period (provide backup documentation via email submission):

##### a. Collision frequency at the proposed site:

Latitude/Longitude:

55.759877925841494, -118.72029301108304 (Hwy 49 & RR 54)

Proposed Site A	Total
Number of fatal collisions	0
Number of injury collisions	2
Number of property damage only collisions	1
Grand Total	3

##### b. Collision frequency comparison to five similar sites:

i. Latitude/Longitude:

55.75219803274494, -118.59536840314249 (Hwy 49 & RR 45)

Similar Site B	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	1
Grand Total	1

ii. Latitude/Longitude:

55.781252139691794, -119.00859336410804 (Hwy 49 & Hwy 727)

Similar Site C	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	2
Grand Total	2

iii. Latitude/Longitude:

55.82490733661625, -119.90494715218372 (Hwy 49 & RR 131)

Similar Site D	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	0
Grand Total	1

iv. Latitude/Longitude:

55.839854410061584, -119.54025627351777 (Hwy 49 & RR 105)

Similar Site E	Total
Number of fatal collisions	0
Number of injury collisions	1
Number of property damage only collisions	0
Grand Total	1

v. Latitude/Longitude:

55.7232149690097, -117.90663897409567 (Hwy 49 & RR 261)

Similar Site F	Total
Number of fatal collisions	0
Number of injury collisions	0
Number of property damage only collisions	1
Grand Total	1

c. Severity of Collisions. For each site, list each collision on it's own row. Data listed below is for example purposes only.

Location	Collision Year	TEC Case Number	Collision Severity
Site X	2019	XXXXX	Injury
Site X	2020	XXXXX	Property Damage Only
Site X	2020	XXXXX	Fatal
Site X	2021	XXXXX	Property Damage Only
Site Y	2019	XXXXX	Injury
Site Y	2020	XXXXX	Fatal
Site Z	2021	XXXXX	Property Damage Only
Site A	2021	5026917	Property Damage Only
Site A	2022	5117598	Injury
Site A	2023	5159427	Injury
Site B	2019	1077074	Property Damage Only
Site C	2019	1073061	Property Damage Only
Site D	2022	5149750	Injury
Site E	2019	1084584	Injury
Site F	2019	1101386	Property Damage Only

**Section 4: Proposed Safety Measures**

1. List the proposed safety measures (provide backup documentation via email submission):

1. Proposed Safety Measures: Installation of a solar-powered RSIS designed to combat speed adaptation. Programmed flashing alerts for vehicles exceeding 65km/hr. Positioning for 200m visibility to accommodate heavy-haul truck engine-braking. Data collection for vehicle counts and speed trends.

2. Describe specific outcomes the municipality hopes to achieve after implementing the proposed safety measures:

Statistically significant reduction in average vehicle speeds transitioning into the 60km/hr zone. Elimination of "speed creep" into residential blocks. Lowering the incident rate based on surrounding 500m collision data. Prevention of "Property Damage" incidents escalating into "Injury" or "Fatal" collisions. Protection for vulnerable road users on the 8 km corridor to Spirit River.

**Authorization**

Submitted by (Name and Position):

Monty Bremont, Assistant CAO, Municipal District of Spirit River No. 133

**Monty Bremont** Digitally signed by Monty Bremont  
Date: 2026.01.06 15:00:45 -0700

Signature

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