



Celebrating Municipal Excellence
2023 Nomination Form
Deadline: 4:00 p.m. on Tuesday, November 21, 2023

Nominee Contact Information	
Name of municipality/ municipalities being nominated: <small>(please include the names of all partner municipalities)</small>	Town Of Battleford
Contact Name:	Landon Chambers
Contact role in project:	
Telephone #:	3069376205
Mailing Address:	Box 40 Battleford, SK S0M 0E0
E-mail Address:	cao.landon@battleford.ca
Name of Nominated Practice or Project:	North Saskatchewan River Truss Bridge Rehabilitation
Date of Project or Practice Initiation:	1-May-2022
Date of Project or Practice Completion: <small>(If ongoing, please indicate)</small>	1-June-2023
	Ongoing: <input type="checkbox"/>

Nominator Contact Information	
Name:	Landon Chambers
Organization:	Town Of Battleford
Position:	CAO
Mailing Address:	Box 40 Battleford, SK S0M 0E0
Telephone #:	3069376205
E-mail Address:	cao.landon@battleford.ca

Please provide as much detail as possible. Winning practices are posted in the Best Practices Library as a reference or resource to others. Nominations that clearly outline the practice and all steps involved have a higher chance of being selected for an award.

The Practice

1. What issue inspired the nominated project or practice?

The bridges were constructed in 1905 and were part of the original alignment of Highway 16, connecting Battleford and North Battleford. The Town took ownership of the bridges from Saskatchewan Ministry of Highways and infrastructure in 2003. Prior to taking ownership in 2003, the bridges were rehabilitated to provide an additional 15 years of service life. The bridges were considered to be in poor condition due to the age of the structure and the condition of critical elements. The north span is a pedestrian only bridge and the south span is both a pedestrian and vehicle bridge (8 tons). The North and South Bridge's provide access to Finlayson Island. The 4km island is full of unique vegetation and wildlife that can be observed through the various nature trails. The island is frequented year-round for day trips of hiking and cross-country skiing. In 2018 Associated Engineering (AE) completed a comprehensive inspection of the North Saskatchewan River Truss Bridges, both South and North Spans. In 2020 AE were again hired to inspect the bridges this time utilizing drones to see under the spans as well. AE upon viewing the bridge as part of the above-mentioned inspection, noticed significant erosion on the island side of the north span walking bridge. The island itself was approximately 40 meters back from the bridge entrance thus making the bridge access very unsafe and could possibly collapse. With the forecasted high-water event of July 6th, 2020, administration decided to close the bridge to the public. Improvements to the north truss bridge were required to address deficiencies and safety concerns prior to re-opening to pedestrian traffic.

2. What has this project or practice done to address the issue?

To help achieve this, the Town of Battleford successfully acquired grant funding through the Investing in Canada Infrastructure Program (ICIP) to perform remediation and improvements to the North Saskatchewan River Truss Bridge (North Bridge). The Town had Associated Engineering assist in the project, due to the long history of working on the two bridge truss structures crossing the North Saskatchewan River and the assessments that AE performed on a bi-annual basis since 2012. The scope as outlined in the ICIP Project #60200019 URA included:

- Bank restoration and armoring of the north bank of Finlayson Island
- Replacement of the south jump span with a longer jump span to move the foundations further away from the extents of the North Saskatchewan River
- Replacement/upgrades to the bearings (expansion/fixing):
 - Removal and replacement of isolated rotten timber decking;
 - Replacement of expansion joints;
 - Replacing deteriorated concrete on piers;
 - Removal and decommission gas line and corroded supports;
 - Steel truss member upgrades with new plates and bolting; and
 - Steel truss coating upgrades.

The Process

This section should be the longest and most detailed part of your nomination. Include enough information, such as steps, resources accessed, and considerations to support a municipality interested in applying the same project or practice.

3. Indicate who had a direct role in this project or practice:

- Municipal Council
- Municipal Administration
- Other

4. What was the role of the municipal council and/or municipal staff in this project or practice?

Council and Staff worked in unison to pass and implement Policy to bring the Project to life including procurement of Grant Funding and securing Professional Services with Associated Engineering to assist with the project. The services provided by Associated Engineering in the performance of the inspection were conducted in a manner consistent with a level of skill ordinarily exercised by members of the professional practicing under similar conditions. The aim was to continue the successfully collaborative, cohesive, and functional partnership with all of the stakeholders and the Town. As required throughout the project, regular meetings and discussions kept the project team up to date including urgent problem-solving onsite meeting. The effective and timely communication assisted in the management of the scope, budget, schedule, and quality of the project.

5. Were other groups were involved in developing this project or practice? If so, who were they and what role did they play?

As part of the stakeholder engagement and consultative process Saulteaux First Nation, Little Pine First Nation, Moosomin First Nation, and Lucky Man Cree Nation provided Letters of Support for the project. Including notes of this initiative enhancing our regional community's ability to access and enjoy our beautiful river valley and the project being a good model of collaboration between First Nations and the Town. Throughout the engagement process additional stakeholder were identified and collaborated with including Red Pheasant First Nation, Sweetgrass First Nation, Battlefords-Metis Local 30, Battleford-Metis Local 108, Cochin-Metis Local 27, Metis Nation of Saskatchewan Western Region 1 A, and Metis Nation of Saskatchewan.

6. What resources were involved?

The Town owns two truss bridges crossing the North Saskatchewan River. Associated Engineering used a Project Management 5-Phase approach to the project. Phase 1- Preliminary Design Phase 2- Detailed Design Phase 3-Tendering Services Phase 4- General and Resident Engineering Services Phase 5- Post Construction Services The funding resources and model used for the project are outlined in ICIP Project #60200019 URA: The full cost of the project was \$3.6 million, with the town paying \$1,091,000, and the remaining \$2,543,000 funded jointly by the federal government (\$1,387,320) and the province (\$1,155,984).

7. How was the project or practice developed?

The project was developed by the Town of Battleford retaining Associated Engineering to provide Professional Services for the rehabilitation project.

The Results

8. What effect did this project or practice have on the community?

The completion of the North Truss Bridge Rehabilitation Project opened up safe and sustainable access to Finlayson Island for stakeholders of the Region. Finlayson Island is located on the North Saskatchewan River between the iconic arched bridges that previously connected Battleford to North Battleford. The 4 km island is full of unique vegetation and wildlife that can be observed throughout the various nature trails great for hiking or cross-country skiing. The south side of the island includes a picnic area. Recreation has the potential to meet the needs of our growing Province and address social and economic challenges such as increases in obesity and sedentary behavior, inequities that limit participation, the social isolation experienced by young people in Saskatchewan's small towns, reserves, and northern communities, and the need for renewed recreation infrastructure in the Province. Across Saskatchewan, there is widespread recognition for the community benefits of recreation, such as encouraging healthy lifestyles, building stronger links in the community and providing positive opportunities for youth.

9. Was a formal evaluation done after the project or practice was completed? Please explain.

Phase 5- Post Construction Services provided by Associated Engineering including Construction Deficiency List, Site Inspection Reports, Construction Photos, and Warranty Inspection Reports have been provided for evaluation purposes and ongoing management of the Asset. The project challenges are best encapsulated through the Technical Memorandum- as mentioned by Mayor Ames Leslie "I'm glad to announce that in today's economy, we were able to find some efficiencies and we were still able to keep it under budget," Leslie said. "Both the federal government and the province are appreciative of that. And so are we, because if we are over budget the town pays 100 per cent of that overrun. So council is quite happy it stayed within budget." Leslie noted there are no current plans for upgrade work at this time for the south vehicular bridge, which also requires some improvements but was in better condition than the walking bridge. "We'll stay in contact with the engineers, and we'll do yearly checks and maintenance on it. If a time comes where the urgency has been increased as to the repairs that are required, then we will address it then," he said. "Council does have a small amount of money set aside [for] the need if be. Then, we'll look to see if there is any more funding available if we have to do a large-scale upgrade to that bridge as well."

10. Describe any challenges faced.

Infrastructure Deficit and Asset Management Planning remain a challenge for all Municipalities and this Project is no different. Adequate foresight in Bridge Maintenance and Asset Management Planning Policy changes have been or will be made to mitigate these challenges and the risk to the Community moving forward. Labor and Capital intensive projects with Inflationary pressures have become a challenge to budgeting, planning, and completion of Capital Projects through the ICIP program and throughout communities in this province post COVID-19 and the changes to the procurement landscape as such.

Lessons Learned

11. What lessons were learned and what would you recommend doing differently?

Lessons learned from the project include the need for respectful, and mutually beneficial partnership Regionally, Provincially, and Federally. Regional partnerships are an excellent means for municipal success; in good form they increase the quality of economic, political, social and environmental aspects of life. Intermunicipal Cooperation allows municipalities to:

- Share their knowledge
- Enhance service delivery
- Focus on building a strong region
- Plan for growth

- Ensure consistency
- Sharing of risk, control, costs and benefits
- Increased quality of life Federal-provincial relations are the complex and multifaceted networks of influence which have developed in the relationships between Canada's federal and provincial governments.

These relationships have become a central element of Canadian government and policymaking, and a fundamental characteristic of Canadian federalism. They are a result of the pervasive interdependence existing between the 2 levels of government. Central and provincial government activities are intertwined in a pattern of shared and overlapping responsibilities, shared authority and shared funding in many if not most areas of public policy. Many of the concerns of modern government cut across the loose jurisdictional boundaries found in the constitution. National purposes can often only be achieved with provincial co-operation; provincial goals often require federal assistance. As government roles in social, economic and other policy areas grew, then the need for co-operation and co-ordination - and the costs of failing to achieve it - also expanded.

Through federal-provincial relations - and the related tools of intergovernmental finance, shared cost programs and the like - the federal government is deeply involved in fields largely within provincial jurisdiction; and provinces have increasingly sought to influence federal policies. They have also been sustained by more political factors. The weakness of mechanisms for regional representation in the federal government, and the regional concentration of support for the major national parties throughout much of recent history, have strengthened the ability of provinces to act as the primary articulators of regional interests. The relationship between municipalities and their respective provincial governments is not an easy one. Many municipal politicians are resentful about their lack of autonomy, and many provincial ministers and bureaucrats think of municipalities as just another interest group seeking to pressure the province into particular policy decisions. The special status of municipalities as governments elected on a universal franchise is well understood by ministers and officials of Municipal Affairs departments, but their colleagues in other departments or in Cabinet have their own vested interests in budgetary and jurisdictional decisions, which lead them to minimize the importance of municipal affairs.

Appropriate planning, budgeting, and asset management forecasting would be done differently as a take-away from this project. The need to be able to sustainably plan for core-infrastructure along with infrastructure of communal importance. Council of the Town of Battleford learnt the importance of this Asset to the Community and the closing of access to this Asset to the Community for many months brought the importance of community engagement, appropriate recreational activities, and the need for physical and mental health initiatives within the community.