AGENDA
COUNCIL MEETING
MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9
Tuesday, March 24, 2026
3:00 pm
Council Chambers

A. ADOPTION OF AGENDA

B. DELEGATION

C. MINUTES/NOTES

1. Council Committee Minutes
   - March 10, 2026
2. Council Meeting Minutes
   - March 10, 2026
3. Coffee with Council – Division 1
   - March 17, 2026
4. Special Council Meeting Minutes
   - March 18, 2026

D. UNFINISHED BUSINESS

E. BUSINESS ARISING FROM THE MINUTES

Delegations from March 10, 2026

a) Bringing Hearts Home – Chinook Regional Hospital Foundation
   - Presentation Attached
b) AltaLink – Wildfire Mitigation Program

F. COMMITTEE REPORTS / DIVISIONAL CONCERNS

1. Councillor Tony Bruder – Division 1
2. Reeve Rick Lemire – Division 2
3. Councillor Dave Cox– Division 3
4. Councillor Jim Welsch - Division 4
5. Councillor John MacGarva – Division 5

G. ADMINISTRATION REPORTS

1. Operations

a) Public Works Department Report
   - Report from Public Works dated March 17, 2026
   - Schedule A – Shop/Fleet Report
b) Policy C-PW-009 Dust Control and Schedule “A”
   - Report from Public Works dated March 17, 2026
c) C-FIN-500 Resale of Materials and Supplies
   - Report from Public Works dated March 17, 2026
d) Utilities & Infrastructure Report
   - Report from Utilities & Infrastructure dated March 17, 2026
e) 10 Year Bridge Structure – Asset Management Plan – 2026 Interim Update
   - Report from Utilities & Infrastructure dated March 17, 2026
f) Circular Materials – Advancing the Circular Economy
   - Utilities & Infrastructure will Speak to this Document

2. Finance

3. Planning and Community Services

a) Bylaw 1368-26 - Land Use Bylaw Amendment – Secondary Suites
   - Report from Development, dated March 19, 2026
b) Bylaw 1370-26 - Land Use Bylaw Amendment – Hann Rezoning
   - Report from Development, dated March 19, 2026

4. Municipal

a) CAO Report
   - Report from Administration, dated March 19, 2026
b) 2026 Coffee with Council – Division 2
   - Report from Administration, dated March 19, 2026

H. CORRESPONDENCE

1) <u>For Action</u>

a) Kootenai Brown Historical Park
   - Invitation to Canada Day in the Park
b) Matthew Halton High School (Hawks Basketball Team)
   - Request for Sponsorship for Provincial Championship
c) St. Michael's School
   - Request for Auction Item for "A Night In Paris" Event

2) <u>For Information</u>

a) Dave Bairnes
   - URGENT: #2840 Sentinel Record - Forensic Disclosure
b) Minister of Environment and Protected Areas
   - Alberta's AIS Prevention and Response Framework
c) STARS
   - Thank You for the Donation

I. NEW BUSINESS

J. CLOSED MEETING SESSION

a) 2026-2027 Proposed Crowsnest Pass RCMP Detachment Priorities – ATIA Sec. 29.1
b) Land Use Bylaw - Non-Compliance – ATIA Sec. 29.1

K. ADJOURNMENT

MINUTES
REGULAR COUNCIL COMMITTEE MEETING
MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9
Tuesday, March 10, 2026,
11:00 am
Council Chambers

Present: Reeve Rick Lemire, Deputy Reeve Tony Bruder, Councillors John MacGarva, Jim Welsch, and Dave Cox.

Staff: CAO Roland Milligan, Public Works Manager Alan McRae, Development Officer Laura McKinnon, and Executive Assistant Jessica McClelland.

Reeve Rick Lemire called the meeting to order, the time being 11:00 am.

1. Approval of Agenda

Councillor Jim Welsch

Moved that the agenda for March 10, 2026, be amended to include:

Closed Session:

b) Crowsnest Pincher Creek Landfill Association Discussion – ATIA Sec. 29.1

AND THAT the agenda be approved as amended.

Carried

Mayor Wayne Oliver of the Town of Pincher Creek attended the meeting as a guest to hear the presentation by the Chinook Regional Hospital Foundation.

2. Delegations

a) Chinook Regional Hospital Foundation (CRHF) – “Bringing Hearts Home” Cardiac Care Centre of Excellence

CAO Crystal Elliot and Oliver Swizell, Director of Development at Chinook Regional Hospital Foundation, along with Board Member James Van Leeuwen and local rural physician Dr. Gavin Parker, attended the meeting. They discussed “Bringing Hearts Home” Cardiac Care Centre of Excellence.

In partnership with Southern Alberta’s Cardiac Sciences Advisory Cabinet and Alberta Health Services leadership, CRHF is working on an initiative to raise $30 million over the next 30 months to transform cardiac care in southern Alberta. This campaign is called Bringing Hearts Home. CRHF has already secured $12 million in early commitments.

Heart disease remains the leading cause of death in southern Alberta, claiming more lives than any other condition. The average travel time to Calgary is 3.5 hours—more than twice the 90-minute window considered the ideal response time for a heart attack. Currently, our region does not have access to the full range of cardiac care. Neither Chinook Regional nor Medicine Hat Regional Hospital has the facilities for advanced cardiac diagnostics or interventions.

CRHF is experiencing strong government momentum: In February, a Government of Alberta Minister publicly committed to the project, reaffirming earlier support from Premier Smith. On February 27, the province allocated $5 million to support the cardiac ICU expansions in Lethbridge and Medicine Hat, as well as the development of the new catheterization lab. Currently, the project has progressed to Functional Programming and Design. Since 2022, Alberta Health Services and the Government of Alberta have been steadily advancing the Cardiac Centre of Excellence. While long-term planning continues, urgent needs are already being addressed.

CRHF and their partner foundations — Medicine Hat, Taber & District, Crowsnest Pass, and Windy Slopes — have invested in life-saving equipment for our communities, including $137,000 for new Holter monitors and $114,000 for Pediatric Bedside and Central Monitors.

Currently, they are looking at support through a one-time donation or a multi-year pledge. Hutterite friends (colonies) have partnered with CRHF to advocate with each colony in southern Alberta to commit to donating with a goal of raising over 1 million dollars.

Council thanked them for their important work and will further discuss this request at the next Council meeting.

Mayor Oliver and Representatives of the Chinook Regional Hospital Foundation left the meeting at 11:37 pm.

b) AltaLink - AltaLink Wildfire Mitigation Program

Colin Harvey, Municipal and Community Relations Manager, and Brendan Pan, Wildfire System Operations Engineer at AltaLink, attended the meeting to discuss the Wildfire Mitigation Project.

AltaLink is Alberta's largest electricity transmission provider, and wildfires are growing larger and more intense. Less than 10% of fires are caused by electricity infrastructure, and AltaLink leads wildfire mitigation efforts in Canada. AltaLink's wildfire mitigation plan aims to protect communities while providing safe, reliable and affordable power.

One aspect of mitigation is the Public Safety Power Shutoff (PSPS), a last-resort fire-prevention measure.

- A PSPS is a tool to keep people and communities safe
- AltaLink can proactively shut off power during extreme and dangerous weather conditions that can result in catastrophic wildfires
- PSPS is used as a last-resort preventative measure
- Each situation is unique – no single factor drives a PSPS

AltaLink reviewed the requirements for the PSPS and confirmed that, through targeted community outreach, AltaLink aims to raise awareness and improve emergency preparedness.

AltaLink left the meeting at 12:16 pm.

3. Closed Session

Councillor Dave Cox

Moved that the Council move into closed session to discuss the following, the time being 12:12 pm.

a) Public Works Call Log – ATIA Sec. 29.1
b) Crowsnest Pincher Creek Landfill Discussion – ATIA Sec. 29.1

Councillor Dave Cox

Moved that Council move out of closed session, the time being 12:40 pm.

Carried

4. 2026 Newsletter Discussion

- Rural Crime Watch
- Taxes – pie chart showing where funds go (policing/education)
- Airport update
- Water hauling – MD reaching out to the Province for assistance
- Water pumping contacts
- ASB – list of equipment and costs for spraying?
- Downloading from Provincial Government
- PW timelines
- Fire Hall progress
- Naming the grader

5. Round Table

- Question on line marking at Beaver Mines water standpipe – there is a project occurring in area that MD is aware of.
- Concerns with Circular Materials proposal regarding recycling.
- Deadstock bin for division 3 – still working on finding a site.
- Livingstone School potential changes - workshop discussion.
- Springpoint Colony building road on private land – intersecting with MD road.

6. Adjournment

Councillor John MacGarva

Moved that the committee meeting adjourn at 2:08 pm.

Carried

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REEVE

_____
CHIEF ADMINISTRATIVE OFFICER

MINUTES **10084**

MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9
REGULAR COUNCIL MEETING
MARCH 10, 2026

The Regular Meeting of Council of the Municipal District of Pincher Creek No. 9 was held on Tuesday, March 10, 2026, in the Council Chambers of the Municipal District Administration Building, Pincher Creek, Alberta.

PRESENT Reeve Rick Lemire, Deputy Reeve Tony Bruder, and Councillors Dave Cox, John MacGarva and Jim Welsch.

STAFF CAO Roland Milligan, Public Works Manager Alan McRae, Senior Planner with ORRSC Gavin Scott, Utilities & Infrastructure Manager David Desabrais, Development Officer Laura McKinnon, Finance Manager Brendan Schlossburger and Executive Assistant Jessica McClelland.

Reeve Rick Lemire called the meeting to order at 3:00 pm.

A. ADOPTION OF AGENDA

Councillor Jim Welsch 26/096

Moved that the agenda for March 10, 2026, be amended to include:

Action:

c) Request for Support – Coalfields School Community Centre

Information:

b) Alberta Community Partnership (APC) Program

Closed:

a) Proposed Meeting with Minister Hunter – ATIA Sec. 29.1

AND THAT the agenda be approved as amended.

Carried

B. PUBLIC HEARING 1368-26

Reeve Rick Lemire opened the meeting at 3:00 pm. CAO Roland Milligan reviewed the general rules of conduct surrounding Public Hearings.

Advertising Requirement

CAO Roland Milligan stated that this Public Hearing has been advertised in accordance with Section 606 of the Municipal Government Act. This Public Hearing was advertised in Shootin the Breeze on February 25 and March 4, 2026, as well as the MD website and MD Social Media pages.

Purpose of the Hearing

Reeve Rick Lemire provided an overview of the purpose of the proposed changes. The purpose of Bylaw No. 1368-26, being an amendment to the Land Use Bylaw No. 1349-23, is to propose an amendment to add a detached secondary suite and to limit the dwelling density within the agriculturally oriented districts in the Land Use Bylaw.

Senior Planner with ORRSC, Gavin Scott, provided an overview of the history and rationale for the proposed changes to Bylaw 1368-26.

Reeve Rick Lemire asked if anyone in the audience wished to speak; there were none.
Reeve Rick Lemire asked if there were any written responses; there were none.

Councillor Dave Cox 26/097

Moved to adjourn the Public Hearing for Bylaw 1368-26, the time being 3:04 pm.

Minutes
Council Meeting
Municipal District of Pincher Creek No. 9
March 10, 2026

Carried

C. PUBLIC HEARING 1370-26

Reeve Rick Lemire opened the meeting at 3:05 pm. CAO Roland Milligan reviewed the general rules of conduct surrounding Public Hearings.

Advertising Requirement

CAO Roland Milligan stated that this Public Hearing has been advertised in accordance with Section 606 of the Municipal Government Act. This Public Hearing was advertised in Shootin the Breeze on February 25 and March 4, 2026, as well as the MD website and MD Social Media pages.

Purpose of the Hearing

Reeve Rick Lemire provided an overview of the purpose of the proposed changes. The purpose of Bylaw No. 1370-26 is a request to change the land use designations to allow for rural business subdivision and development of lands legally described as:

> Block 4, Plan 7910279, as shown on Schedule 'A' from "Grouped Country Residential - GRC" to "Rural Business – RB"; and The portion of SW 34-7-2 W5M hereto, from "Agricultural - A" to "Rural Business – RB".

Senior Planner with ORRSC, Gavin Scott, provided an overview of the history and rationale for the proposed changes to Bylaw 1370-26.

Reeve Rick Lemire asked if anyone in the audience wished to speak; there were none.
Reeve Rick Lemire inquired if there were any written responses. Two submissions were included in the Public Hearing package, and their questions were addressed before the hearing; no additional responses were received.

Councillor Dave Cox 26/098

Moved to adjourn the Public Hearing for Bylaw 1370-26, the time being 3:10 pm.

Carried

D. DELEGATIONS

E. MINUTES

1) Special Council Meeting Minutes – February 19, 2026

Councillor John MacGarva 26/099

Moved that the minutes of the Special Council Meeting of February 19, 2026, be approved as presented.

Carried

2) Council Committee Meeting Minutes – February 24, 2026

Councillor Jim Welsch 26/100

Moved that the minutes of the Council Committee Meeting of February 10, 2026, be approved as presented.

Carried

2) Council Meeting Minutes – February 24, 2026

Councillor Tony Bruder 26/101

Moved that the minutes of the Council Meeting of February 24, 2026, be approved as presented.

Carried

D. UNFINISHED BUSINESS

E. BUSINESS ARISING FROM THE MINUTES

a) Support for Enhanced Aquatic Invasive Species (AIS) Prevention Efforts

Councillor Tony Bruder 26/102

Moved that a letter be sent to support enhanced AIS prevention efforts for not just the Burmis location, but for the continued support for all ports of entry into Alberta, especially the USA boarder,

AND ALSO to send copies to John Barlow Member of Parliament, RJ Sigurdson Minister of Agriculture and Irrigation, and Parks Canada.

Carried

b) Alberta SouthWest Regional Alliance

Councillor Jim Welsch 26/103

Moved to accept the Alberta SouthWest Regional presentation from the February 24, 2026, Committee Meeting, information.

Carried

F. COMMITTEE REPORTS / DIVISIONAL CONCERNS

1. Councillor Tony Bruder – Division 1
   - Crowsnest Pincher Creek Landfill Association
   - Pincher Creek Regional Library Association
   - Waterton Biosphere
   - Agricultural Services Board
2. Reeve Rick Lemire – Division 2
   - Livingstone Range School Division workshop
   - Hometown Award
3. Councillor Dave Cox– Division 3
4. Councillor Jim Welsch - Division 4
   - Oldman River Regional Service Commission
   - Agriculture Service Board
   - Pincher Creek Emergency Services Commission
     - Possibility to invite Fire Chief to future Coffee with Council meetings
5. Councillor John MacGarva – Division 5
   - Pincher Creek Housing
   - Lundbreck Citizens Council
   - Livingstone Range School Division workshop

Councillor John MacGarva 26/104

Moved to accept the Committee Reports as information.

Carried

G. ADMINISTRATION REPORTS

1. Operations

a) Public Works Operations Report

Councillor Dave Cox 26/105

Moved that Council receive the Public Works Operations Report, including Schedule A – Shop/Fleet Report, for the period February 16, 2026, to March 1, 2026, as information.

Carried

b) Budget Increase Request for Approved 2026 Vehicle Purchase

Councillor Tony Bruder 26/106

Moved that Council approve a Capital Budget increase of $8000, to a maximum of $73,000, for the purchase of a 1 Ton Crew Cab, Cab and Chassis Truck,

AND THAT the additional funds be taken from the Equipment Reserve.

Carried

c) Utilities & Infrastructure Report

Held until later in the meeting once Utilities & Infrastructure Manager David Desabrais arrives.

2. Finance

3. Development and Community Services

a) Bylaw 1369-26 (Land Use Bylaw Amendment Agricultural Reservoirs & Dugouts)

Councillor Dave Cox 26/107

Moved that Council give first reading to Bylaw No. 1369-26, being the Land Use Bylaw Amendment (Agricultural Reservoirs & Dugouts),

AND THAT the date for the required Public Hearing be set for April 14, 2026, at 3:00 pm.

Carried

4. Municipal

a) CAO Report

Councillor Jim Welsch 26/108

Moved that Council receive the CAO Report for the period February 23, 2026, to March 5, 2026, as information.

Carried

Gavin Scott left at 4:15 pm.

b) Policy C-CO-001 Councillors and Member at Large Remuneration

Councillor Tony Bruder 26/109

Moved that Council approve revised policy C-CO-001 Councillors and Member at Large Remuneration.

Carried

Minutes
Council Meeting
Municipal District of Pincher Creek No. 9
March 10, 2026

H. CORRESPONDENCE

A. For Action

a) Pincher Creek Community Center Hall Society - AGM on April 13, 2026

Councillor John MacGarva 26/110

Moved that Councillor Dave Cox be authorized to attend the Pincher Creek Community Center Hall Society AGM on April 13, 2026.

Carried

b) Edna Mackenzie - Letter of Concern Over MD Destruction of Saskatoon Bushes

Councillor Jim Welsch 26/111

Moved that a letter be sent to Edna Mackenzie, regarding her concerns over the destruction of saskatoon bushes, stating that foliage along the MD right of way is the responsibility of the MD, and safety on the roads is the MD's main concern,

AND THAT, any further concerns regarding the MD's work should be directed to management at Public Works.

Carried

c) Request for Support – Coalfields School Community Centre

Councillor Tony Bruder 26/112

Moved that a letter be sent to the Coalfields School Community Centre advising that, as they received $2500 in operational funding for 2026, through the Joint Council Grant Program, they reapply during the 2027 funding stream.

Carried

B. For Information

Councillor Dave Cox 26/113

Moved that the following be received as information:

a) Alberta Environment and Protected Areas – Minister Hunter
- Response to Notification of Water License Concerns

Carried

b) Alberta Community Partnership (APC) Program

Councillor John MacGarva 26/114

Moved to receive the Alberta Community Partnership (APC) Program letter from Alberta Municipal Affairs, as information.

Carried

Utilities & Infrastructure Manager David Desabrais attended the meeting at 4:41 pm.

c) Utilities & Infrastructure Report

Councillor Tony Bruder 26/115

Moved that Council receive the Utilities & Infrastructure report for February 19, 2026, to March 4, 2026, as information.

Carried

I. NEW BUSINESS

J. CLOSED SESSION

Councillor John MacGarva 26/116

Moved that the Council move into closed session to discuss the following, the time being 5:15 pm.

a) Continuing Care Concerns – ATIA Sec. 29.1
b) Southfork Road (Old Highway 3) - Road Ban Assessment – ATIA Sec. 29.1
c) Proposed Meeting with Minister Hunter – ATIA Sec. 29.1

Councillor Jim Welsch 26/117

Moved that Council move out of closed session, the time being 5:46 pm.

Carried

b) Southfork Road (Old Highway 3)

Councillor Dave Cox 26/118

Moved that Council direct administration to move forward with a full assessment of the Southfork Road,

AND THAT the amount, up to $30,000, is to be taken the from Tax Rate Stabilization Reserve.

Carried

K. ADJOURNMENT

Councillor John MacGarva 26/119

Moved that Council adjourn the meeting, the time being 5:48 pm.

Carried

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REEVE

_____
CHIEF ADMINISTRATIVE OFFICER

Coffee with Council
Tuesday, March 17, 2026
6:00 pm
Division 1 - Twin Butte Hall

Attendees:

Reeve Rick Lemire, Deputy Reeve Tony Bruder, Councillor Dave Cox, Jim Welsch and John MacGarva, CAO Roland Milligan, Public Works Manager Alan McRae, CPO Robyn Potter, and Executive Assistant Jessica McClelland.

Also In Attendance:

Fire Chief Pat Neuman, Rural Crime Watch Members Anne Stevick, Blanch Lemire and Shelly Anne Dennis

Audience:

Approximately 43 staff members and residents from various divisions were in attendance.

Deputy Reeve Tony Bruder opened the meeting, welcomed everyone for attending. Reminded people where the emergency exits and washrooms are.

Council introduced themselves and the staff who were in attendance.

Deputy Reeve Tony Bruder reminded residents that there was no set agenda for the meeting, requested that people keep it civil, and opened the floor to questions.

- MD responses in bullet points.

<u>Fortis Powerline Upgrades</u>

Fortis promised powerline upgrades in the Twin Butte area. Is the MD aware of when this will happen?

- Nothing has been told to the MD for a timeline on upgrades.

<u>St. Henry's Historical Society</u>

Would it be possible for the MD to lend St. Henry's Historical Society a traffic counter? We are curious about the amount of traffic the site receives.

- The MD would have a portable traffic counter that could be lent to the society.
- Public Works will arrange for it to be delivered.

<u>Drought – Water Pumping</u>

Thank you to the MD for assistance with the culvert for water pumping and signage on the road during pumping.

- Council just met with the Minister of Environment and Protected Areas, asking about funding and other options for agricultural water.
- Council also requested the same from the Federal Government.
- Public Works Manager is an asset to the community, was raised in agriculture and understands the significance this kind of assistance has.

Rural Crime Watch

- Rural Crime Watch has been reorganized and is taking some time to get operational; paperwork and such needed to be refiled for the society.
- New Executives are Anne Stevick, Blanch Lemire, Shelly Anne Dennis and Barb Boyer.
- There is a meeting planned for April 15, 2026 at 6:30 in the MD office.
- They request that if you previously joined and haven't received a Rural Crime Watch sign, you advise an executive.
- Actively recruiting new members.
- They will be at the MD booths at the Trade Fair at the end of April.
- Currently looking for a representative from Divisions 1, 2, 4 & 5.
    - Representatives would be a contact for that division to assist with Rural Crime Watch information.
- Signal and RAVE Apps were explained.

Captus

Is there any update on the Captus project?

- Captus owns the 140-acre property and all infrastructure that was previously the Shell Gulf plant.
- Captus wants to produce power, not sell it into the grid.
    - Cost is prohibitive and would require an increased transmission line.
- They are looking for someone to use the power on-site.

Water Concerns

- Any water used on site will come from deep, salt brine water; no surface water will be used.

Does Captus have experience in cooling technology?

- Captus wouldn't be responsible for this portion; the company they work with would be.
- Technology is changing all the time.
- Our climate helps with cooling.
- New systems are closed loop systems and don't require as much water.

Data Centre

- Nothing has been officially applied for.
- Paridae deal was not successful.
- Carbon sequestration will cost three times as much as producing power.
- Complicated venture.
- Residents encouraged to reach out to Paul Connoly with Captus for information.
- Currently there is no new information to share on the proposed project.

When would the notification be made if the project moves forward?

- Alberta Utilities Commission (AUC) would be in contact with MD should Captus want to produce power.
- First step from the MD would be a change to the Land Use Bylaw, to allow for a land use change, which would trigger a Public Hearing and notification, as set out in the Municipal Government Act.

Emergency Services

Community Connect

- Chief Neuman discussed the upcoming rollout of Pincher Creek Emergency Services' new Community Connect.
    - This will be a self-registration done online.

    - Community members can provide pertinent information that Emergency crews may need to know to assist better.
        - How many pets are in the household? Are any of them dangerous?
        - Children in the house?
        - Mobility issues?
    - Will be only visible to the dispatching unit at the time of an event.
    - Program will launch in late April.

Location Concerns

- Phones have GPS integrated, but depending on where you are, they could pull information from different cell towers, making it difficult for crews to find you.
- Call centers are having issues with the dash on the blue sign address numbers.
- When people call 911, the information given can be incorrect.
- Over 2 years, the MD has had people take a photo and a pin, it is now gone to the province.
- There was a disconnect; you are talking to someone in Red Deer or further.
- Reminder to residents:
    - Know your legal land description.
    - Blue sign number – remove the dash if the call centre is having trouble finding your location.
    - Say you are in the MD of Pincher Creek, not North of Town, or in Twin Butte.

<u>Fire Hall Renovation</u>

- Plans are to be moved in for June.
- As with all construction, there have been delays.
- Will be a ribbon-cutting and open house once they are moved in.
- The new space will have 6 bedrooms for staff who are on-call.
    - Contract with Alberta Health Services:
        - Ambulance out the door in 90 seconds.
        - Pincher to provide 24-hour ambulance services.
        - Community is never without an ambulance.
- The old building is listed at $729,000 and has interest.
- A use change would require a rezoning from the Town of Pincher Creek.

What is the policy for emergency crews in the event of an active shooter?

- When a call comes in, if there is an active shooter with an unknown location, emergency crews do not enter the area until it is secure.
- Comes down to safety, emergency crews are not equipped to deal with that situation.

<u>Campground</u>

- The opposition group has had more discussion with ID #4 than the MD has.
- There has been no application to the MD.
- Public Lands is sending a form letter stating that no application has been made to them.
- Any changes or applications would be advertised to the public.

Can the MD protect against the future development of that land?

- If a majority of landowners want to see a change, potential to have that happen.
- Talk to the Councillors.
- Can be changed with the Municipal Development Plan and zoning.
- Residents can contact the Development Officer for further information on this process.

Would the potential campground become a recreational lease from the Province?

- Would need to be rezoned as rural recreation first; it is currently zoned agriculture.

Could the province declare the lands a 4-season resort?

- The province could declare it a park, which would remove MD rights for control, but there have been no talks of this happening.
- The province isn't seeing this campground as a priority; it's currently just rumours from a resident in another municipality.

Tourism

- Waterton had 570,000 people visiting last year, expectations are similar this year.
- RCMP advised the average speed on Highway 6 was 130 km.
- Tourism is being pushed to our area by other forms of Government.
    - Council has made it clear to Ministers that we have issues with tourism in our area, we are not set up for it, and it is costing the municipality money for cleanup and damage to our roads.
    - Council is pushing back and asking for controlled tourism to our region.

Can the province install more washrooms along the highway?

- They won't, there is no money for that.

Agriculture

- A meeting is being planned for dam users – Agriculture Service Board (ASB) has requested this meeting for a few months.
- ASB has an opening for a member; MD would like to see someone from Division 1.

Reservoir

- Looking at raw water storage
- Hauling water for livestock – MD is looking at ways to assist producers, going to AB environment, for raw water to water cattle.
- Currently looking at costs, feasibility, etc.
- MD has 5 dams, all of which are low or empty.
- Looking at starting user groups for the dams. MD controls dams, checking perimeters and the integrity of the dams.
- Not about people who pump, it's about the releases and people downstream.
- Used to be a landowner that maintained it; some still are, the rest is the MD. We need consistency.
- MD wants input from all users, not just the person opening the dam.
- Council has concerns with how water allocation orders are announced. The Province no longer runs ads in the paper or sends notifications; it's up to people to go online to find the information.

Water – Coal Mines

- MD is doing private selenium testing.

Is there money set aside for dam work?

- Yes, MD has reserves specifically for this dams.

Funding Cutbacks

- The province has cut back STIP funding to the MD, which we used to use for major infrastructure projects.
- Offloading more costs to municipalities for education and police.
- Policing expected to increase 50% over the next 5 years.

- MD is just given a bill from the province and collects the funds; there is no extra funding for the municipality.

Roads

Can the MD use different gravel? The current supply is very dusty.

- MD is currently crushing at a different specification, but it will take a couple of years of stockpiling to see a change.
- Current dry weather isn't helping with dust.

Community Peace Officer

- Introduction of CPO and explanation of the program.
- The majority of the program is community outreach and education.
- Working with the rural crime watch to get that program up and functioning.

Random Camping Concerns

- Depending on the area, contact CPR or the RCMP.

Draft Traffic Bylaw 1365-25

License of Occupation (LOC)/Road Allowance Rental:

MD clarified the following:

- Overview of what the MD is proposing, this is not being a new process, License of Occupations have been around since early 2000's.
- Renting of the road allowances promotes grazing.

Concerns that if the lease holder has the liability, if there is no LOC, the landowner doesn't have the liability.

- No different than hay permits, the person using the land holds the liability.
- CPO reminded them that the MD isn't coming in heavy handed, this is a tool we can follow if education doesn't work.
- LOC's started due to neighbour disputes.
- MD isn't going out looking for them; we are a complaint-based system.
- Good stewardship should be encouraged.

Community Standards Bylaw 1366-25:

- Comes down to education, MD isn't going out looking for issues.

Meeting closed at 8:02 pm.

MINUTES **10090**

MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9
SPECIAL COUNCIL MEETING
MARCH 18, 2026

The Special Meeting of Council of the Municipal District of Pincher Creek No. 9 was held on Wednesday, March 18, 2026, in the Town of Pincher Creek Council Chambers.

Notice of this Special Council Meeting was posted on the MD website and social media.

PRESENT Reeve Rick Lemire, Deputy Reeve Tony Bruder, Councillors Dave Cox, Jim Welsch and John MacGarva.

STAFF CAO Roland Milligan, Acting Director of Corporate Services Brendan Schlossberger, and Executive Assistant Jessica McClelland.

ALSO Town of Pincher Creek: Mayor Wayne Oliver, Councillors Mark Barber, Bernice Cyr, Brian McGillivray, Gord McMullen, Sahra Nodge, and Valerie Wynder, CAO Konrad Dunbar, Director of Corporate Services Wendy Catonio, Director of Operations and Infrastructure Kyle Ross, and Executive Assistant Carolina Hunsperger.

Reeve Rick Lemire called the meeting to order at 6:00 pm.

A. ADOPTION OF AGENDA

Councillor Dave Cox 26/120

Moved that the Special Council Agenda for March 18, 2026, be amended to include:

New Business:

b) Regional District of East Kootenay/SW Alberta Elected Officials Meeting – Jointly Hosting with Town and MD

AND THAT the agenda be approved as amended.

Carried

B. NEW BUSINESS

a) Community Housing and Economic Development Committee - Film Request
- Link to Movie Trailer provided by Town of Pincher Creek

The Town of Pincher Creek showcased a film trailer titled “Thinking Beyond the Market” about affordable housing. The presentation was organized by the Pincher Creek Foundation, shared with the Housing Committee, and then forwarded to the Joint Council. A free screening might be available, though there is a $200 fee for the speaker's participation. The film could potentially be screened at the upcoming Joint Council meeting.

Further discussion of this opportunity will take place at each Council meeting.

b) Regional District of East Kootenay/SW Alberta Elected Officials Meeting – Jointly Hosting with Town and MD

The last Regional District of East Kootenay/SW Alberta Elected Officials Meeting was held in Sparwood in November 2025. The Reeve and Mayor offered to co-host the next meeting, scheduled for October/November 2026, after the BC Municipal Election. CAOs will review venues and organize the event.

C. STANDING DISCUSSION ITEMS

a) Regional Water Supply Mitigation Strategy

MD Council wanted to follow up on previous discussions with the Town on getting water to Pincher Station and Airport. Since the last joint meeting, Alberta SouthWest presented to the MD regarding airports in the region. Alberta SouthWest has been developing plans that

utilize existing airport infrastructure to support future initiatives in aerospace, minerals, and medical tourism. The current goal is to evaluate community readiness before planning, then align their abilities with specific needs and desires. One key component of these plans for Pincher Creek would be water to the airport.

MD questioned whether the Town has considered supplying water to a regional system and how this plan can progress. MD has met with David Hunt, Water Approvals Team Lead with Alberta Environment and Protected Areas and asked about the use of water licenses. He suggested there are different approaches MD can take for a regional system. The administration, together with the Town and MD, has been discussing many options. MD could become a purchaser of water, establish a utility account, or use part of our own license and transfer it to the Town to process raw water. There is also the possibility of connecting the two water systems to increase capacity and for emergency use. Until a study on these options is completed, it is difficult to determine which option would be most beneficial.

The Town prefers to keep the capital separate from operational functions for economic reasons. In addition to financial considerations, safety backup remains essential. Ensuring the safety and security of infrastructure is important and could be shared if the facility is shared. The town plans to invite Alberta SouthWest to a future meeting and will also contact David Hunt to discuss the water license.

Town indicated that the simplest method for the MD to transfer part of the MD license is for the Town to sell treated water back to MD. Administration will keep exploring this potential plan.

b) Pincher Creek and District Library Board and Chinook Arch (Library Renovations)

MD Council requested an update on recent library developments. The town has not finalized the financial details but has indicated that the gym space is available for inclusion in the lease or for the town to rent to the library for events. No agreements are in place yet. Until the library has a renovation plan, MD Council is not prepared to consider a financial request.

c) Recreation Facilities Update

MD Council requested an update on the ice arena and possible upgrades. The engineers' report didn’t provide the Town with what was asked in the scope of work. The Town advised that, to last another 20 years, the arena will need new trusses, the floors will need to be replaced, and the ice plant is on its last legs. The request was to plan for $5 to $6 million and upgrade it to last another 20 years; the rough estimate cost share to the MD would be around $3.5 million. The proposed scope came back at $10 million, with changes different from what was asked. The Town will go back to the engineers with another request and ensure proper information is provided back to the Town and MD.

D. CLOSED SESSION

Councillor Jim Welsch 26/121

Moved that Council move into closed session to discuss the following, the time being 6:48 pm.

a) Pincher Creek Emergency Services Commission – Draft Master Agreement ATIA Sec. 28.1

Carried

Councillor John MacGarva 26/122

Moved that Council move out of closed session, the time being 7:31 pm.

Carried

Minutes
Special Council Meeting
Municipal District of Pincher Creek No. 9
March 18, 2026

E. ADJOURNMENT

Councillor Tony Bruder 26/123

Moved that Council adjourn the meeting, the time being 7:32 pm.

Carried

_____
REEVE

_____
CHIEF ADMINISTRATIVE OFFICER

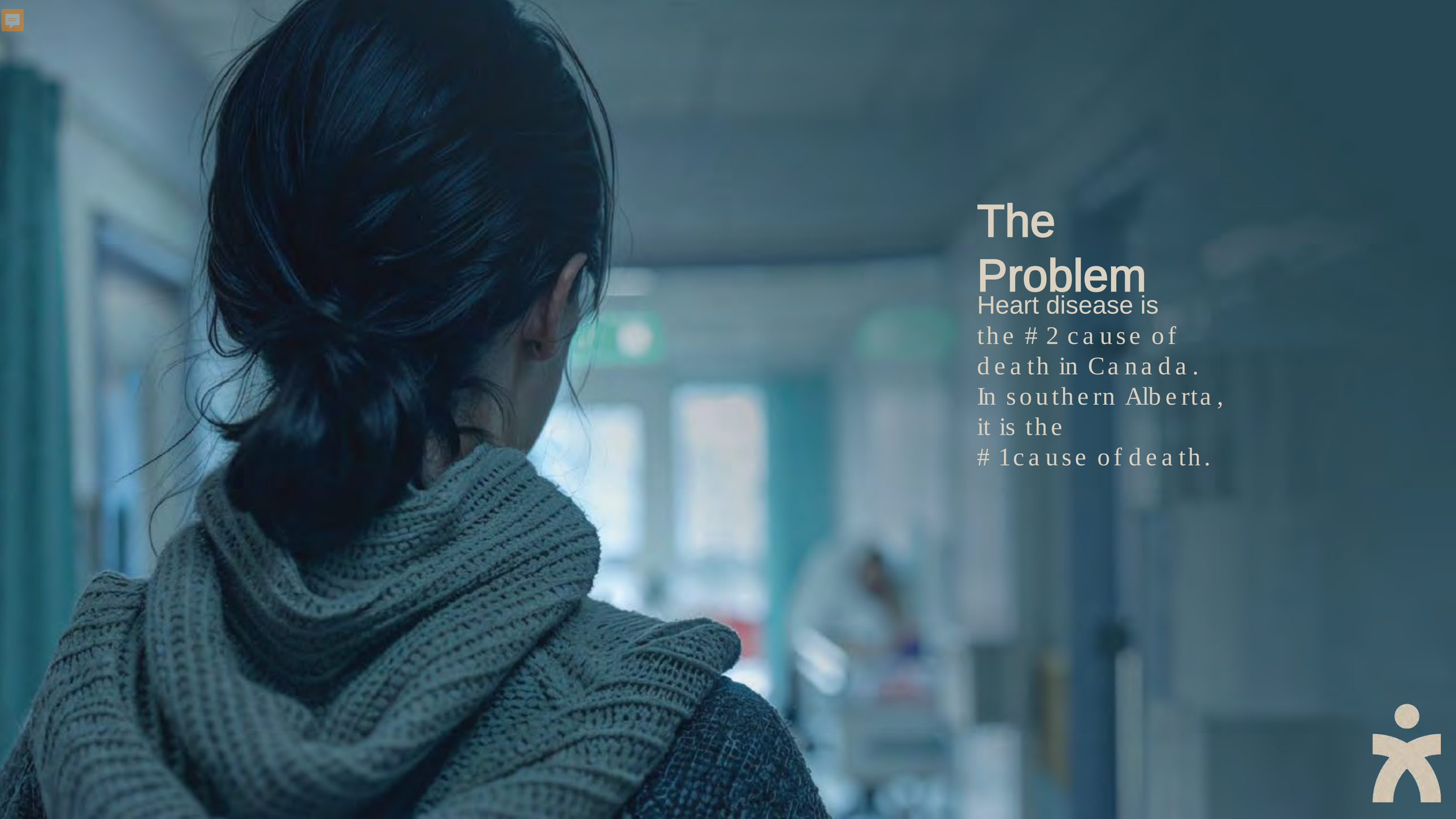
Ea

Bringing Hearts Home

The Road to Southern Alberta's Cardiac Centre of Excellence

Chinook Regional Hospital Foundation

Caring About You



The Problem

Heart disease is the #2 cause of death in Canada. In southern Alberta, it is the #1 cause of death.

Southern Alberta experiences a **29.6% higher death rate** from cardiac-related health issues compared to the rest of Alberta.

Why is this?

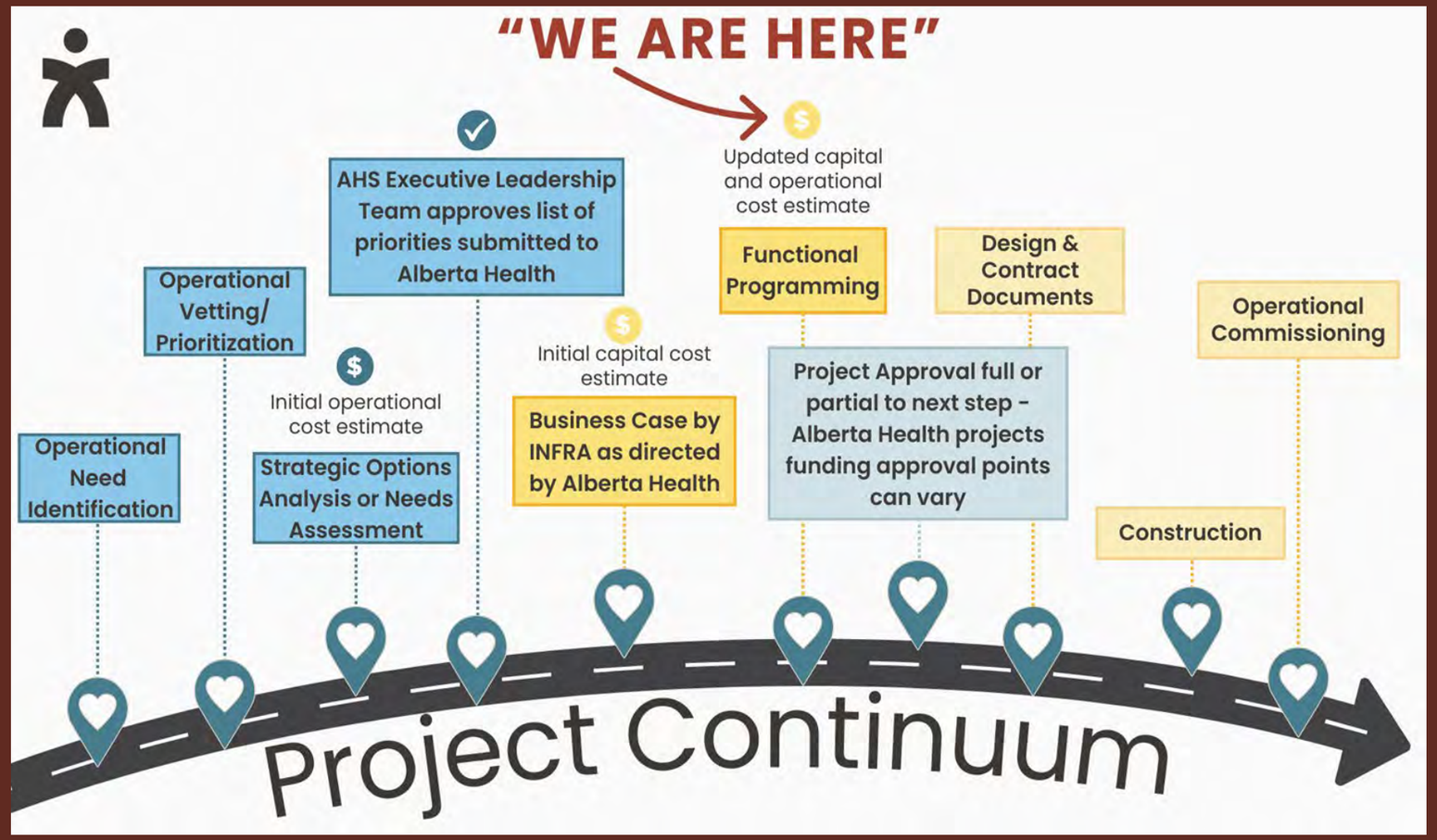
Neither Chinook Regional Hospital in Lethbridge nor Medicine Hat Regional Hospital is currently equipped to deliver full diagnostic and interventional cardiac treatment.

This lack of local resources forces over 1,300 southern Albertans to travel to Calgary for treatment each year.

The Solution

To address this crisis, the Chinook Regional Hospital Foundation, in collaboration with the Cardiac Sciences Advisory Cabinet and Alberta Health Services South Zone, has launched a $30M fundraising campaign to create the **Southern Alberta Cardiac Centre of Excellence & Service Plan** .

This state-of-the-art facility will transform cardiac care in the region by providing local, timely and lifesaving treatment.



Our hospital and health system teams are working very hard behind the scenes to carefully evaluate every need for the new Cardiac Sciences Project. This detailed work makes sure we are asking for the right things - the right space, equipment, and services - and that they are designed to work together. It takes time, but that time is important. We want to get it right the first time so that when this project moves forward, it is built to meet the needs of patients and families across southern Alberta for decades to come.

Southern Alberta Cardiac Services Plan

Key Initiatives

Upgraded facilities at Chinook Regional and Medicine Hat Regional Hospitals

New labs and technology including a Cardiac Catheterization Lab, Electrophysiology Lab, and Echocardiography Labs

Expanded critical care capacity via additional cardiac/ ICU beds to treat more patients locally

Key Results

Improved early detection of cardiac issues through advanced diagnostic equipment

Faster response times to life - threatening cardiac emergencies

Expanded prevention and education programs to reduce heart disease risk

Treatment closer to home for thousands of southern Albertans every year

For more information on specific campaign goals, please see Appendix One on slide 12.

Our Request

The Chinook Regional Hospital Foundation respectfully invites you to consider donating a gift of to support the creation of the Southern Alberta Cardiac Centre of Excellence.

This transformational investment can be donated over the course of several years in a number of ways. Your generosity will save lives, reduce inequities in access to care, and provide generations of southern Albertans with the critical treatment they need – when they need it the most.

It could be your **children** that benefit from this, or **your grandchildren**, or even **you yourself**. Because heart disease can impact anyone at any time.

Cardiac Campaign (August 2024 – January 2027)

For the campaign period of August 2024 to January 2027, the Chinook Regional Hospital Foundation aims to raise approximately $30 million, with anticipated fundraising expenses of $3 million. This includes staff remuneration for employees primarily engaged in fundraising. We have contracted JCI (Jordan Clel and Consulting Inc.) on a flat monthly fee plus travel costs to support the Bringing Hearts Home Campaign through direct marketing and community engagement. These costs are included in the Foundation's operating expenses. 100% of net proceeds are directed to equipment, special projects, and healthcare programs—improving care for patients across southern Alberta.

Everything depends on people like you.

And **everyone** benefits from better cardiac care:

Critically, Acutely, and Chronically Ill
Chronic and acute sufferers of cardiac disease will have life-saving or life-lengthening care closer to home.

Caregivers
Caregivers of cardiac sufferers will have their burdens reduced and be able to spend more quality time with their loved one.

Children and Pregnant Mothers
The pediatric and neo-natal population of southern Alberta will be substantially impacted by the addition of Echocardiography Labs.

First Nations
Indigenous peoples have higher rates of cardiac death than non-Indigenous peoples – +30% for men and +76% for women – and no other population has worse outcomes.

Community
Anyone entering a hospital for cardiac or critical care will benefit from advanced services, expanded programs, infrastructure that meets current standards, and state-of-the-art technology.

Recognition

The Chinook Regional Hospital Foundation thanks you for your kindness. If you choose to contribute to our campaign, we will gratefully offer the following recognition:

Tax Receipt
Issued in accordance with CRA guidelines

Annual Impact Report
Detailing the campaign’s progress and outcomes

Personalized Acknowledgements
Including thank you cards, letters, and in - person expressions of gratitude from our CEO, our Board of Directors, and our Campaign Chair

Prominent Recognition
On our electronic donor wall

Feature Story
Highlighting your contribution in print and social media

Naming Opportunities
For facilities and equipment funded by the campaign, commensurate to the size of your gift

Thank You

We deeply appreciate the opportunity to present you with this opportunity for consideration to you. Your contribution can and will help make a brighter future for everyone in southern Alberta. We are ready and eager to discuss your options for giving and other opportunities at your convenience. Reach out today to a member of our team!

Oliver Twizell
Director of Development
403 - 388 - 6029
Oliver.Twizell@AHS.ca

Chinook Regional Hospital Foundation

960 - 19 Street South
Lethbridge, AB, T1J 1W5

(403) 388-6001

info@crhfoundation.ca

crhfoundation.ca

Charitable Registration Number:
10762 3241RR0001

Recommendation to Council

TITLE: PUBLIC WORKS DEPARTMENT REPORT	
PREPARED BY: Jeremy Cartwright	**DATE: March 17, 2026**
DEPARTMENT: Public Works	
ATTACHMENTS: **1.Shop/Fleet Report**	

APPROVALS:

	March 17, 2026		2026/03/18
Public Works Manager	**Date**	**CAO**	**Date**

RECOMMENDATION:

That Council accepts the Public Works Department Report for the period of March 2 to March 15, 2026, as information.

Permanent snow fence maintenance- Tear down / Replace PSF-05-07 Alberta Rocks
Permanent snow fence maintenance- Install new posts for PSF-02-12
Permanent snow fence maintenance- Repair PSF 03-12 Twp 5-5
Temp snow fence – Taking down temp snow fence in Divisions #2, #3 & #4
Culvert Maintenance- Clean out culvert in Gladstone for landowner use-Temporary irrigation line.
Culvert Maintenance- Clean out 3 culverts on RR285 NW 04-28-8 due to blowing crop land.
Gravel pit maintenance- Assisted Sage at Summerview pit for pit plan.
Bridge maintenance- Check lights and barricades at Southfork
Sign maintenance- Reinstall railway crossing sign Div #1-Broken off post.
Facilities Maintenance- snow removal at PW shop and Admin building
Park maintenance-Empty garbage's at Patton Park and dog park
Gravel road maintenance- Grading and plowing snow.
Gravel road maintenance- Brush mulching and tree falling up Gladstone & 4 corners.
Gravel road maintenance- Pickup garbage and used tires out of road allowance on Hwy 3A.
Hard surface maintenance- Plowing of Hamlets and hard surfaces.
Hard surface maintenance – Pothole patching repair Summerview
AES operations- Haul water to terminal and shop
Safety- Safe work practice review, bis trainer courses.

Recommendation to Council

EVENTS **Safety Meeting – March 4, 2026** **Safety Inspection Admin building – March 6, 2026** **JHSC Meeting – March 11, 2026**
FINANCIAL IMPLICATIONS: **NONE**

PUBLIC WORKS REPORT SCHEDULE "A"

SHOP/FLEET OPERATIONAL REPORT	
PREPARED BY: Brett Ackerman	**DATE: March 17, 2026**
DEPARTMENT: PUBLIC WORKS	**ATTACHMENTS: N/A**

SHOP/FLEET OPERATIONS SUMMARY: March 02, 2026 – March 15, 2026

Graders

Unit #59 (160) – Lighting repairs. Mirror replacement. Leak repairs. Transmission calibration.
Unit # 57 (160) – Service charging system, battery charge and test.
Unit # 72 (140) – Headlight replacement.

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Heavy Trucks/Trailers/Equipment

Unit #418 (Plow) – Repair coolant leak.
Unit # 419 (Plow) – Steady bearing R&R.
Unit # 021 (Tridem) – Lighting repairs, new light arm.

Light Duty and Light Trailers

Unit 495 (1/2-Ton) – Inspect for low oil, order pan gasket.
Unit #477 (1-Ton) – Replace brake booster, bleed system.
Unit # 400 (1-Ton) – Turbo failure, R&R.
Unit # 513 (1/2-Ton) – Lube - oil - filter.
AES Lawn Mowers – x3 units, annual service, blade re-sharpen.
AES Sprayers – Intelli Sprayers, inspect for spark plug, air filters condition. Annual service.

EVENTS – MRF Geosystems technician was onsite from March 10 – 12. New 5G-units were installed in fleet vehicles with outstanding 3G tech. Fleet was reviewed and unit numbers verified and corrected for proper tracking. Non-reporting units were checked and faults serviced.

Recommendation to Council

TITLE: POLICY C-PW-009 DUST CONTROL and SCHEDULE "A"	
PREPARED BY: Alan McRae	**DATE: March 17, 2026**
DEPARTMENT: PUBLIC WORKS	
ATTACHMENTS: 1. **Schedule A (2025)** 2. **Policy C-PW-009 Dust Control.**	
APPROVALS:	

	March 17, 2026		2026/03/18
PW MANAGER	**DATE**	**CAO**	**DATE**

RECOMMENDATION:

THAT Council review and approve Policy C-PW-009 and Schedule "A" 2026 as presented.

BACKGROUND:

Annually, Council reviews and updates Policy C-PW-009-Dust Control and Schedule "A" to guide the Public Works department for the upcoming dust control season.
Schedule "A" outlines Council's requests for dust control applications on roads deemed necessary by Council. These locations are approved annually by Council for various reasons including high traffic areas, locations that are prone to washboard, re-gravel truck routes, and for other considerations. Discussion from the 2025 Schedule "A" are highlighted in yellow.

The RFP for the supply and application of product has not been posted as of the time of this report. This report is coming to council early this year as PW has a plan to start the dust control program earlier than previous years to allow residents the additional benefit from the dust control.

Placement of product will be completed with the application of the product by the supplier, using the assistance of the MD's divisional grader operators, water truck, and compaction equipment where required.

FINANCIAL IMPLICATIONS:
The 2026 budget for Schedule "A" is $310,000.

Presented to Council
Date of Meeting: March 24, 2026

POLICY C-PW-009 DUST CONTROL
SCHEDULE 'A'

W.O.#	Description/Road Name	Location	Km's	Div
CA13	Kerr Road Hass	West of Hwy6	0.20	1
CA14	Kerr Road	East of Hwy 6	0.50	1
CA21	Waterton Colony Hill	3-4-28-W4	1.00	1
CA23	Twp Rd East of Hwy 6 (Brody)	NW31-4-29-4	0.30	1
CA24	Twp Rd West of Hwy 6	NW31-4-29-4	0.20	1
CA38	Bruder Hill North and South	W14-4-29-4	1.40	1
CA39	Twin Butte Rd east of Hwy 6	SW4-4-29-4	0.20	1
CA51	Spread Eagle Road - West Hwy 6	SE29-3-29-W4	0.2	1
CA52	Myers Corner (TWR 4-0)	NW26-3-29-W4M	0.3	1
CA05	Crook Road on hill (to prevent washboards)	East from Hwy 6	0.50	2
CA08	Hochstein Hill	26-5-29-W4	1.00	2
CA40	Alberta Ranch Rd west of Hwy 6	NE23-5-30-4	0.20	2
CA41	Jenkins Rd south of Hwy 507	NW35-5-28-4	0.20	2
CA54	Town of Pincher Creek (Cost Shared 50%)	Eco Centre (Transfer Station)	0.2	2
CA55	Town of Pincher Creek (Cost Shared 50%)	500m S on East Avenue and 500m SW on Christie Mines	1.0	2
CA02	Castle River Rodeo Grounds	27-6-2-W5	1.40	3
CA04	Christy Mines Road	5513 RR 1-1 South to the bridge at Pincher Creek Ranches Twp Rd 5-4	2.50	3
CA09	South Landfill Road	SW 5-7-1-W5 - Intersection & Elizabeth Evans	0.50	3
CA10	South Landfill Road	SW 3-7-1-W5 - Residents	0.50	3
CA11	South Landfill Road	SW 8-7-1-W5 - Gun Club	0.50	3
CA16	Old Cook place	5-7-1-W5	0.30	3
CA17	Old Cook place (going north on road past Crayford's)	6-7-1-W5	0.10	3
CA18	Pincher Colony (Jug Handle)	27-6-30-W4	0.50	3
CA43	Canyon Bridge to crest of hill on West to top of hill on East Side	SE24-6-2-W5	0.80	3
CA45	McRae Pit - Texas Gate to pit entrance	SW21-6-1-W5	0.70	3
CA47	Gladstone - TR6-2 down to Mill Creek Church	NE1-6-2-W5	0.70	3
CA48	Gladstone - Gamache Hilltop to hard surface by Gamache House	NE12-6-2-W5	1.20	3
CA49	Gladstone - Cold mix to top of hill past Gladstone creek	SW23-5-2-W5	0.80	3
CA50	Gladstone - Hagglund Road Hill off Cold Mix	SE22-5-2-W5	0.45	3
CA57	Zoratti Hill	SE15-6-1-W5	0.5	3
CA58	Daigle Lake Community	SW24-5-1-W5	0.7	3
CA06	Gerald Lewis	NW 32-7-29-W4	0.10	4
CA12	Sanderman (Subdivision traffic)	SW 6-8-29-W4 north of Hwy 510	1.50	4
CA20	Upper Tennessee	36-7-30-W4	0.40	4
CA25	Twp Rd 8-2 East of Hwy 785	SW18-8-28-4	0.30	4
CA26	Twp Rd 8-2 West of Hwy 785	NE12-8-29-4	0.20	4
CA27	RR 29-1 North of Hwy 785	SW25-7-29-4	0.30	4
CA28	Snake Trail North Hwy 510	SW2-8-1-5	0.20	4
CA29	Lank Bridge Hill	SW16-9-1-5	1.50	4
CA30	Old Airport Road west of Hwy 510	SW4-8-1-5	0.20	4
CA31	Ashvale Hill North of Hwy 510	NE36-7-30-4	0.90	4
CA34	Welsch Rd north of Hwy 510	NW33-7-29-4	0.20	4
CA44	Hucik Hill	SW28-8-1-W5	0.30	4
CA01	Burmis Mountain Hill	7-7-2-W5	0.50	5
CA03	Catonio Road Hill	24-7-2-W5	0.30	5
CA07	Glen Road	Entire Road	2.10	5
CA15	Lundbreck Falls Road	21-7-2-W5	1.10	5
CA19	Talon Peaks - From RR3-0 to End of estate	13-7-3-W5	2.10	5
CA22	Willow Valley - Hwy 22	11-9-2-W5	0.20	5
CA33	Chapel Rock west of Hwy 22	NE34-8-2-5	0.20	5
CA35	Connelly Rd west of Hwy 22	SE3-8-2-5	0.20	5
CA36	Parker Rd East of Hwy 22	NE10-8-2-5	0.20	5
CA37	Lundbreck East Street	SE26-7-2-W5	0.40	5
CA42	Wood Avenue South of 3A to Reservoir	Lundbreck water tower	0.45	5
CA46	McCulloch Pit - Hwy 22 to pit entrance	SE34-7-2-W5	0.60	5
CA53	Maycroft Road	Public Works - Discretionary	5.0	5
CA56	Fisher Creek Bridge	NW26-7-2-W5	0.4	5

M.D. OF PINCHER CREEK NO. 9

CORPORATE POLICY

C-PW-009

TITLE: DUST CONTROL

Approved by Council	**Date: February 22, 2011**
Revised by Council	**Date: June 26, 2018**
Revised by Council	**Date: May 14, 2019**
Revised by Council	**Date: May 26, 2020**
Revised by Council	**Date: November 24, 2020**
Revised by Council	**Date: *February 27, 2024***

PURPOSE OF POLICY

To identify areas in which approved dust control suppressants be applied on Municipal District (MD) controlled roadways in ongoing efforts to ensure public safety, quality of life, and to realize road maintenance cost reductions.

POLICY STATEMENT

1. The intent of this policy is to ensure appropriate usage and maintenance of MD roadways. The dust control program is an applied surface treatment for roadway sections that have been requested by ratepayers. Application will be during the spring or summer months, weather permitting and scheduled in accordance with local gravelling to maximize the effectiveness of the dust control agent.
2. The MD does not guarantee that the dust control product will be effective in eliminating dust but only to control it. Dust control locations will be maintained at the MD's sole discretion. The drivability and the safety of the road is the MD's top priority, and the MD reserves the right to grade any sections of dust control product applied during normal grading operations. The maintenance will be deemed necessary for road conditions that may present a risk to general traffic using said roadway.
3. Residents requesting dust control services shall be charged a fee, as per MD policy C-FIN-529, Fees and Charges, each time the dust control product is applied on the road. Cost adjustments to the subsidized dust control rate shall be estimated by the Public Works Manager or designate yearly in March and amended through Council resolution in the MD policy C-FIN-529, Fees and Charges.
4. The minimum treatment area length will be 100m adjacent to the residents/applicants property. Approximate typical spray width will match the existing road width to a maximum width of 8 metres.
5. Refunds will not be issued in the event that the dust control application is deferred due to road construction, delay in delivery of product, weather conditions, equipment breakdowns or any other circumstance that may postpone application. On MD road construction projects where the road surface has been disturbed and surface gravel has been placed, adjacent landowners will receive a one-time application in the year of construction.
6. The MD hires contractors to spray chloride base products at their respective rate (litres/sq. m.). When Lignosulfonate is the dust control product requested, the MD will apply the product with MD staff and equipment.

7. No person shall apply any product, whether it be for dust control purposes or other purposes, to roads in the MD without the approval of the Public Works Manager or designate.

APPLICATION PROCESS

8. An advertisement shall appear in the local newspaper, posted to the MD website and social media each year, prior to the onset of the dust control program, advising ratepayers of application deadlines and program costs. The deadline for applications shall be set to the 1st of May of each calendar year or the first Monday thereafter.
9. The MD shall enter into an agreement with the Applicant prior to any application of dust control. Payment of full amount shall be required by the Applicant(s) prior to commencement of work.

CONDITIONS FOR SERVICE

10. The MD will not apply dust suppression product to private property and will only apply dust suppression product for corporate entities with Council approval.
11. Companies having a road use agreement will be required to control dust with water as and when required. The Public Works Superintendent will monitor their activities and dust levels.
12. Dust suppression on roads using water only is at the discretion of the Public Works Manager.
13. The primary dust control suppressants of the MD will be Lignosulfonate, MG 30 (magnesium), and Calcium Chloride. All dust abatement products will meet the approved requirements of the Alberta Transportations highway maintenance specifications.
14. Testing of new dust suppressant and/or aggregate stabilization products will be conducted annually to determine if they provide a more durable surface, or are more cost effective.
15. Public Works will apply dust control to the roads as outlined in Schedule "A" to Policy C-PW-009 as approved by Council annually prior to doing the MD's roads.
16. Prior to residential dust control being applied, the resident must fill out and sign an agreement to purchase materials or services form.

Dave Cox
Reeve

Roland Milligan
Chief Administrative Officer

Recommendation to Council

TITLE: C-FIN-500 RESALE OF MATERIALS AND SUPPLIES	
PREPARED BY: Alan McRae	**DATE: March 17, 2026**
DEPARTMENT: Public Works	

ATTACHMENTS:

1. **Corporate Policy C-FIN-500, Resale of Materials and Supplies**

APPROVALS:

	March 17, 2026		2026/03/18
Public Works Manager	**Date**	**CAO**	**Date**

RECOMMENDATION:

THAT Council reviews and accepts the recommendation by the Public Works Manager in regard to the sale of gravel to private parties.

BACKGROUND:

Corporate Policy C-FIN-500 "Resale of Materials and Supplies" outlines the sale of gravel to private parties. In March of 2025, this matter was brought to Council with the recommendation that the sale of gravel to private properties be discontinued. At that time Council chose to continue the practice for 2025 and to revisit it in 2026.

It is our recommendation that the sale of gravel to private parties be discontinued. The key factors supporting this recommendation include:

- **Limited availability of gravel:** Gravel has become increasingly difficult to source, placing pressure on our long-term supply.
- **Rising operational costs:** Crushing costs have increased substantially. Current sale prices do not recover the full cost of crushing operations, even before factoring in royalties, stripping costs, or equipment wear.
- **Significant investment in new pit development:** The purchase of land and consultant fees associated with pit planning have been substantial, and we have not yet begun material extraction from the site.

Discontinuing gravel sales to private parties will help ensure that municipal resources are preserved and that operational costs are responsibly managed.

Recommendation to Council

FINANCIAL IMPLICATIONS:

NONE

MUNICIPAL DISTRICT OF PINCHER CREEK

CORPORATE POLICY

C-FIN-500

TITLE: RESALE OF MATERIALS AND SUPPLIES

Approved by Council: **Date: November 9, 2004**
Revised by Council: **Date:** ***April 8, 2025***

GRAVEL SALES TO PRIVATE PARTIES

Since the Municipality, as a service to its ratepayers, allows individuals to purchase small volumes of gravel; and,
Since the Municipality is receiving an increasing number of requests for gravel; and,
Since, the volume of gravel being provided by the M.D. is significantly reducing its gravel stocks and impacting on the commercial activity of local gravel businesses,
The M.D. Council, therefore, establishes the following policy concerning the sale of municipally owned gravel:

1. *Self removal of gravel owned by the Municipal District of Pincher Creek No.9 is strictly prohibited. Loading out of aggregate will only be completed by the Public Works department or contractor approved by the Public Works Superintendent or his designate.*
2. Gravel or pit run may only be purchased by M.D. ratepayers. *Gravel or pit run shall be sold at the cost set forth in Corporate Policy C-FIN-529- Fees and Charges.*
3. The M.D. shall not sell to commercial or industrial businesses except by Council resolution.
4. Gravel purchased from the M.D. shall be solely for the personal use of a ratepayer and shall only be used upon their land.
5. Gravel purchased from the M.D. shall not be resold, bartered, or in any way used as a form of payment to third parties.
6. Any costs incurred by the Municipality for the loading of gravel, hauling of gravel, or administrative costs associated with recording the removal of gravel, shall be charged to the ratepayer.
7. Costs incurred shall be invoiced directly to the ratepayer.
8. The Public Works Superintendent, or his designate, is authorized to limit quantities,sell from another pit, or refuse the sale of gravel if in his/her opinion the gravel quantities are inadequate to meet municipal needs, present or anticipated.
9. The Public Works Superintendent, or his designate, is authorized to impose such conditions as may be required to insure the proper management of municipally owned crushed gravel or municipally acquired gravel reserves on private lands.

10. The Public Works Superintendent, or his designate, is authorized to impose such conditions as may be required to insure the proper administration of this policy.
11. Any person removing M.D. owned gravel without authorization from the Public Works Superintendent or his designate may be prosecuted.

Rick Lemire
Reeve

Roland Milligan
Chief Administrative Officer

M.D. OF PINCHER CREEK NO. 9

UTILITIES & INFRASTRUCTURE REPORT

SUMMARY OF MAJOR UPDATES MAR 5th – 18th

GENERAL PROJECTS UPDATES

- 2026 capital budgets update developed.

LARGE (PRE-2026) PROJECTS

- Additional bench testing complete for Manganese removal, required results achieved.
- BF 75481 (Olin Creek) work beginning. Completion anticipated by Mar. 31st.

LARGE 2026 IMPLEMENTATION PROJECTS

- Lundbreck Wastewater Line rehabilitation: Multiple quotes received, under review.
- Prelim. Eng. report received for BF 1348 (Connelly Creek). Under review.

LARGE 2027 IMPLEMENTATION PROJECTS

- Proposals received for Gladstone and Campbell replacements. Under review.

STUDIES & PLANNING WORK

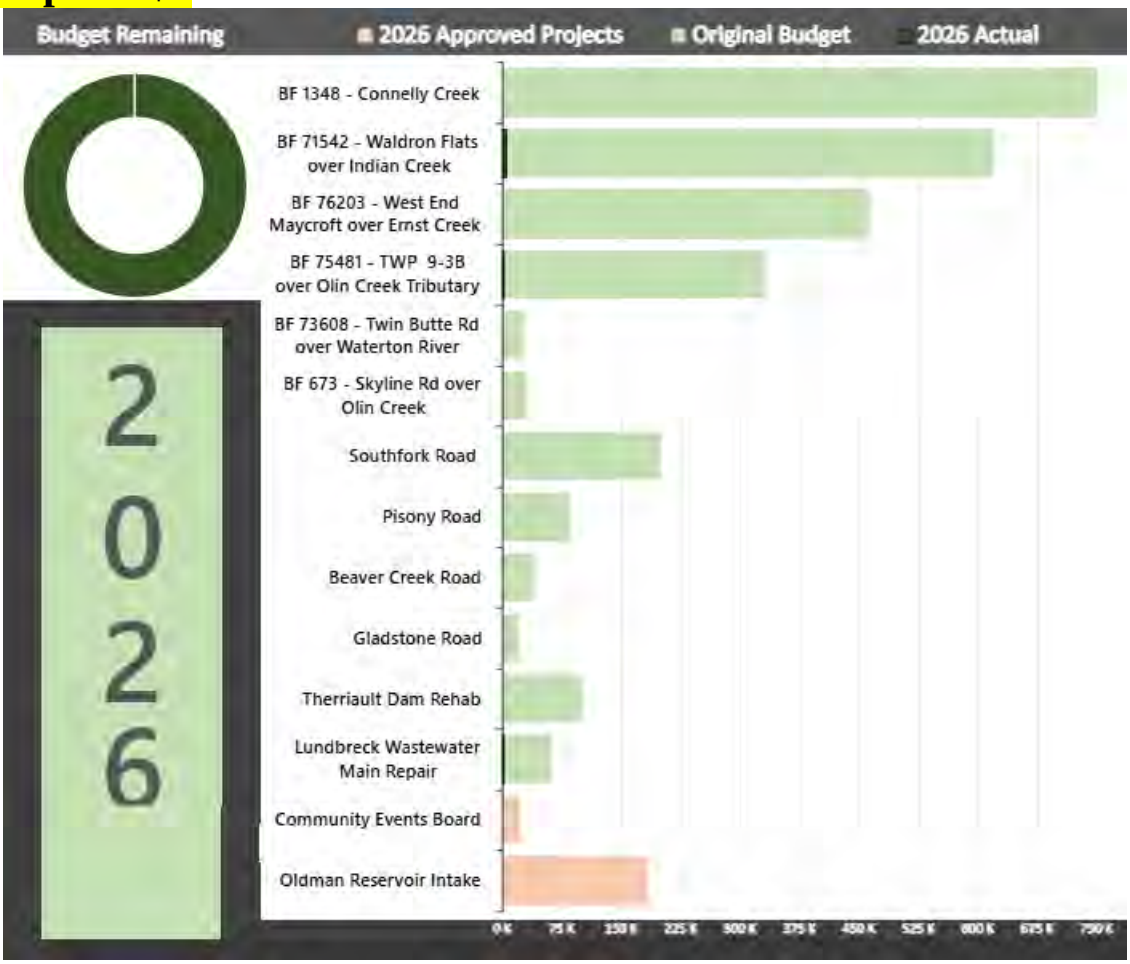
- Regional Facilities Condition Assessment: Grant successful, reviewing quotation/award plan.
- Regional Drought Study: TFA Received for provincial site. Geotechnical work planned for Mar 23rd week.
- Transportation Master Plan: Sent final comments back to MPE Mar. 17th.
- Cridland provincial audit received. Province requires copies of completed studies due to seepage.
- Airport paving assessment/Southfork road ban review approved by Council. Reviewing options internally prior to award.
- Final 10 yr. bridge study interim update reviewed with Council Mar. 24th.

OPERATIONS UPDATES

- No change to water shortage risk (low – normal).
- Lundbreck reservoir repair planning continues.
- Standpipe liability/instruction messaging installed, ordered entrance signage.
- Water plant re-approval submission complete.
- Make Up Air Unit (MUA) relocation in Beaver Mines Lift Station complete.
- Pincher Creek standpipe minor control loop filtration upgrades scoped and awarded.
- ICS-300 course complete.
- Carbondale & Castle Falls pit reclamations pending reduced requirements with Province.
- CM confirmed Eco Center recycling issues will not be backtracked, provided CNPCL is now recycling all PPP materials.

General Projects Budget Update

2026 Approved Budget: $3,293,682. Mar. 17th Spent: $4,341. ~~Feb 18th Spent: $0~~



Large Ongoing Projects (Pre-2026 Construction Start)

Oldman Reservoir Water Intake Low Level Project

- $1.68M grant application finalized Jan 30th, 2024/
  - Approval received for $1.8M project, covering up to 75% of costs.
- DFPP (Drought and Flood Protection Program) grant tops up capital project and covers 70% of costs for a Drought Projects Assessment.
- Potassium Permanganate (KMnO4) treatment setup order placed, scoping install location/building.
- Additional budget request of $115,000 approved by Council Jan. 20th
- Complete initial bench testing of KMnO4 for Manganese removal Feb 25th. Testing went well. Additional testing complete March 4th.
  - Achieved removal near aesthetic objective (0.02 mg/L) from 0.32 mg/L initial concentration in 30 mins. Health Canada Max Allowable Concentration (MAC): 0.12 mg/L
  - Achieved MAC in 15 minutes consistently at ½ dose of overdose (water starts to go pink)

Watercourse Crossing Inspection & Remediation Project – 100% Grant funded

- Funding agreement signed Mar. 28th, 2023 for $1.55M.
  - Extension received to March 31st, 2027.
- Status report 5 complete for up to Dec. 31st.

Bridge File 75481 – TWN RD 93B over Olin Creek Trib., SW-23-009-01 W5M

1.5m x 24m L culvert with high deflection and corrosion. Replace with two (2) 1.2m x 36m L CSPs

- Tender closed Nov. 4th. Ten (10) bids received. Awarded to low bidder (Vitae Environmental Ltd.) for **$277,910** **(Eng. Est. $299,357).**
- Kickoff complete March 4th.
- Project start delayed to Mar. 16th with weather. Stripping and site isolations underway.

Meyers Corner Road Culvert Replacement

Replace failed 900mm culvert via boring method with 1.37m x 35m welded pipe

- Work substantially complete. Temp. fence to be removed in Spring to allow seed take.

Bridge File 70175 – Yarrow Creek Bridge Rehabilitation, NW-22-003-030 W4M

Perform a pile splice repair on two piles in the west abutment, replace the east pile cap, place fill and riprap at the west headslope, minor wheel guard repairs & repairs to timber span, channel realignment, and west abutment riprap work.

- Project complete. Seeding has not taken significantly, to be reviewed in Spring.

WCR #1: Iron Creek under Tapay (Carbondale) Road, LSD SE-15-006-03 W5M

Install new 4.7m x 2m x 15m L corrugated steel box culvert to remediate fish passage concerns on Iron Creek under the WCR program (100% funded)

- Project complete, seeding and cottonwood staking to be reviewed in Spring/Summer.
  - Site tour complete Mar. 12th, minimal seed has taken to date.

Large Projects Planned for 2026 Implementation

Lundbreck Wastewater Main Rehabilitation between Railway/Park St.

2021 inspection and subsequent wastewater study determined MH 5 to 6 is aggregate material and a good candidate for trenchless rehabilitation. Work required to install Cured in Place Pipe (CIPP).

- Scoping underway, meeting held with MPE Feb. 18th to discuss contractor options.
- Reaching out to specialized contractors while developing project scope.
- Quotes received, evaluation underway.

WCR #3: Connelly Creek under Connelly Rd (BF 1348), LSD SW-03-008-02 W5M

Replace or design a maintenance solution for the 3m x 49m L (5.6m cover) structural plate corrugated steel pipe (SPCSP) and remediate fish passage under the WCR Program.

- STIP application submitted Nov. 24th.
- Received funder guidance/approval to proceed with prelim eng. under WCR program.
- Preliminary engineering kicked off Apr. 3rd, received Mar. 12th. Under internal review.
- Survey complete Apr. 25th.

Bridge File 71542 – Waldron Flats over Indian Creek, SE-07-010-01 W5M

2m x 2.2m x 32m L culvert with isolated perforations in the roof of 3 rings and 1 ring on the foot. Replace with a 2.7m diameter x 48m long culvert.

- STIP application submitted Nov. 24th.
- Kicked off design work Jan. 28th, 80% complete. Kicked off land acquisition Feb. 10th.

Bridge File 76203 – West End Maycroft over Ernst Creek, NW-26-010-03 W5M

2.5m x 1.8m x 20m L culvert with 3 cracked rings in sidewall with 85mm remaining. Deflection and corrosion also present. Replace with two (2) 1.8m diameter x 28m L culverts.

- STIP application submitted Nov. 24th.
- Kicked off design work Jan. 28th, 80% complete. Kicked off land acquisition Feb. 10th.

Pisony Road over Cow Creek Tributary Culvert, LSD NE-01-009-03 W5M

1m x 14m L culvert failing on dead end road. Dual 1m x 13m L culverts are anticipated solution.

- Preliminary engineering and basic aquatic assessment kicked off Jan. 31st, 2025, with Roseke. Reduced prelim. eng. scope compared to Bridge Files.
- Preliminary engineering assessment received Jun. 16th. Under review.
- Anticipate Fall 2026 construction.

Large Projects Planned for 2027 Implementation

Gladstone Rd. over Mill Creek Trib., LSD SE-01-006-02 W5M

0.6m x 17m L culvert failing and causing significant scour and erosion downstream. Preliminary engineering required to determine replacement requirements.

- Located on an unmapped Class A waterbody. Fish passage not expected to be required due to downstream barriers.
- Revising proposal based on reduced scope of DFO requirements.
  - Revised proposal received Mar 17th, under review.
- Potential for project to get accelerated to 2026.

Southfork Hill Road

Emergent investigatory and repair work for the Southfork Hill slide issues

- STIP LMI resubmission complete Nov. 27th, 2025.
- Geotechnical scope awarded and complete. Final geotech. report received Dec 9th.
  - Initial STIP application submitted Nov. 28th, 2024 – Unsuccessful.
- Project paused pending further deterioration or future grant opportunities. Design work pending STIP decision.

Therriault Dam – Rehabilitation Work

Geotechnical and Hydrogeology study complete in 2023. 2024 preliminary engineering determined most economically viable solution to address undersized spillway/overtop potential. 2025 work included detailed design work to rehabilitate spillway. 2026 work set to begin after DFPP funding decision and (if successful) shall include a lifecycle assessment on how to best use water source during drought.

- DFPP application submitted Nov. 27th. Anticipate response Q1 2026.
- Spillway design complete, regulatory submissions pending grant timing.
- Significant amount of history related to Therriault Dam reviewed during application process. Disaster Recovery Program (DRP) accessed in 1995, 2002, 2005, 2010, and 2014 related to Therriault Dam and spillway rebuilds. About $600,000 spend (inflation adjusted) on flood recovery since 1994. A flood was also noted in 2006.
- Additional design work pending grant decision.

Bridge File 73608 – Twin Butte Rd. Over Waterton River, NW-34-003-10 W4M W5M

78m L steel truss bridge with isolated pile and stringers in fair-poor condition. Preliminary engineering required to determine extend of recommend repair work and costs.

- MD to reach out to Cardston upon conclusion of preliminary engineering to discuss potential for cost sharing.

Bridge File 673 – Skyline Rd. Over Olin Creek, SE-31-009-01 W5M

2m x 2.2m x 54m L culvert (7m cover) with roof/sidewall deflection and cracked seems. Preliminary engineering required to determine feasibility of maintenance vs. replacement.

- Fish passage anticipated to be a requirement at this site. Current site likely inhibits.

Beaver Creek Rd. over Beaver Creek Trib., LSD NE and SE-33-008-28 W4M

Two separate failing culverts along Beaver Creek Rd. One 0.9m x 28m L (5m cover) has failed section in middle with cavity in ditch. One 0.75m x 30m L (9-10m cover) silted off/failed at downstream end. Preliminary engineering required to determine appropriate replacement/boring feasibility.

- Maintenance not anticipated to be feasible. Assessment of options required.
- Proposal received Mar. 16th, under review.

Studies and Planning Work

Regional Facilities Condition Assessment & Master Plan

- Grant application submitted Nov. 25th for Alberta Community Partnership – Intermunicipal Collaboration Grant with Cowley support.
- Received notice Mar. 6th of successful grant ($200,000). Awaiting grant agreement.
- Starting review of scope and engineering services quotation/award plan.

Regional Drought Strategic Implementation Strategy & Raw Water Storage Project

- Grant received (up to 70%) for a Drought Projects Assessment under DFPP.
- Grant application for 3 month (25-year) forecasted volumes received from AEPA.
  - $3.4M project, up to 75% of costs.
  - ATEC has confirmed stacking of AMMWP Raw Water Storage grant funds acceptable for the Drought Projects Assessment (Phase 2).
- Final water resource assessment received Feb 3rd.
- Temporary Field Authorization (TFA) submitted Feb. 5th for Provincial site.
  - TFA received Mar. 10th
- Signed temporary access agreement for geotechnical work with a stakeholder.
- Initial geotechnical round scheduled week of Council for two (2) sites.
- Site visit of TOPC WTP planned for March 23rd.

- Requests made for 3-way discussion between Town and AEPA regarding licensing concerns. Plan to discuss further Mar. 23rd.

Transportation Master Plan

$200,000 grant received from ACP to complete a Transportation Master Plan, consisting of a paved, gravel road condition assessment, culvert (non-Bridge File) condition assessment, gravel pit analysis, airport runway assessment

- Awarded August 2024.
- Gravel pit report complete.
- Maycroft Road draft prelim. assessment received May 26th.
- Draft TMP report received Jul. 21st, significant number of comments on new sections of report. Internal comments to be sent back to MPE prior to Sep. 9th Council meeting.
  - Received comments back and path forward plan Sep. 10th. Discussion held with MPE Oct. 10th. Comments incorporated and sent back for MD review Dec. 16th. MD review and additional comments sent back Dec. 19th.
- Draft revised road classification sent to MD for review, comments sent back Feb. 5th, MPE working on incorporation and finalization.
- "Final" draft report received Feb. 26th, minor comments sent back Mar. 17th for finalization.

Cridland Dam

Geotechnical work as recommended in 2021 Dam Safety Review due to observed seepage and unknown soil properties.

- Reports complete and presented to Council for information Feb. 10th.
- Quarterly documented monitoring required.
- Provincial audit results received Mar. 12th. Audit required that we submit the geotechnical and spillway study results to them due to observed seepage and that comment be provided on hazard potential downstream to the Regulator.

Miscellaneous

- Airport pavement assessment to be kicked off. Revised costing for Southfork road assessment received Feb. 18th. Council approved up to $30,000 for Southfork road assessment Mar. 10th. Reviewing alternate options internally prior to kicking off any work.
- 10 yr. bridge study update complete.
  - To be presented to Council at Mar. 24th meeting.

Operations Updates

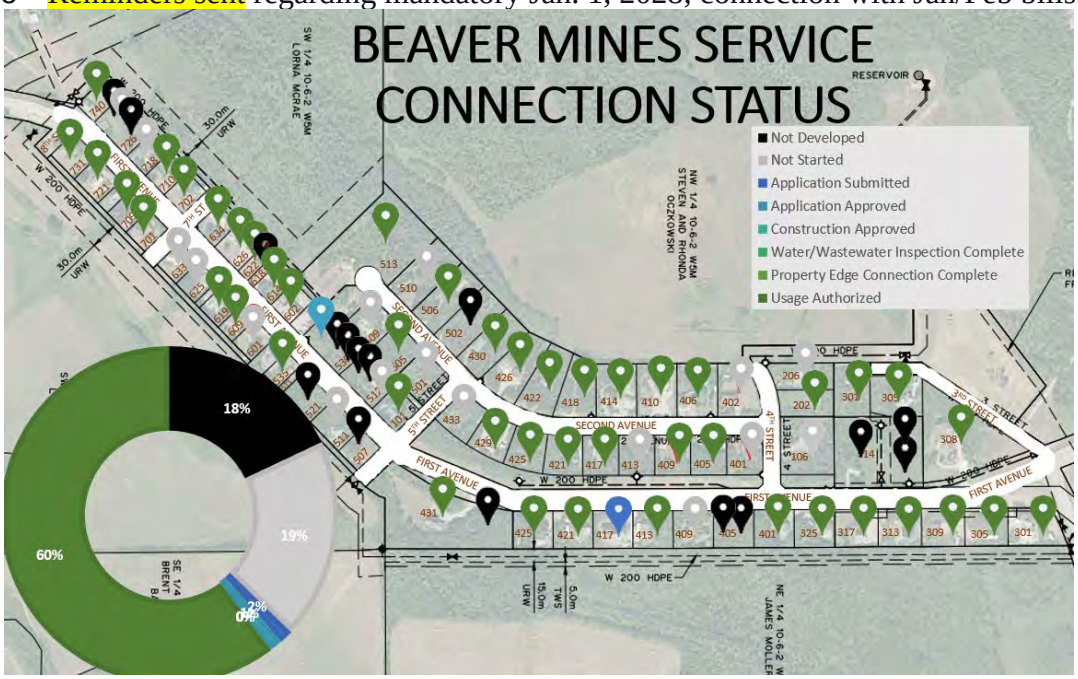
WATER SHORTAGE RESPONSE PLAN

Implemented Stage: Normal (Restrictions ended Dec. 13th)

- Monitoring risk scoring once/month. Risk assessed Mar. 12th. Risk score: 4.8 (normal). ~~Risk assessed Feb. 9th. Risk score: 4.7 (normal).~~

Beaver Mines Lot Servicing

- 49/66 developed applications received, 48 approved, 47 connected (71%)
  - Fifteen (15) undeveloped fully serviced locations, One (1) exempt with conditions
  - Reminders sent regarding mandatory Jan. 1, 2028, connection with Jan/Feb bills.



General Water Operations Updates March 17th, 2026:

- Scoped new connection inquiry in Lundbreck.
- Valves ordered for treatment skid issues, arrived.
- Installed new injection quill for dosing mainline.
- AEPA inspection of Lundbreck Distribution system complete Feb. 26th. Anticipate a few minor recommendations from report.
- Telus site visit complete Mar. 3rd to review CMR backup dialer issues. No Telus line available in the area. Alternate solution necessary.
- Working to finalize Utility Services Guidelines (USG) updates to include Hamlet of Lundbreck, and Rural Transmission connections.
- Reviewing trial options for odour control in the Lundbreck Lagoon during melts/ turnover.
- Reviewing plan to access Lundbreck reservoir for minor repair work. 10-12 days of downtime expected on main reservoir, reviewed with PCES.
  - Finalizing scheduling and scope award.
- PC Standpipe experienced a failure event resulting in upper fill getting stuck on. Working on more permanent solution along with solutions to deal with chronic ice buildup.

    - Liability signage put up on all standpipes. Entrance signage ordered – awaiting delivery. Implementing maintenance/inspections to assist with reducing concerns.
    - Upgraded filter received, installation planned week of Mar. 16th.
- Reviewing expiring water plant approval reapplication
    - AEPA provided direction that a 1 year Water Source Assessment is required (E. coli testing). Water operations have started this.
    - AEPA requested another extension request, completed Mar. 3rd.
    - Submitted EPEA 10-year approval Mar. 13th, anticipate review period of 1 year, pending Water Source Assessment results.
- Move of Make Up Air (MUA) unit in Lift Station complete.
- Letter sent to Cowley Mar 28th detailing various requests and proposed path forward for water assets, licenses, and amended operations contract.
    - Meeting held with Cowley Feb, 19th. Alignment not successful.
    - Assessing alternate options internally, Cowley has indicated openness to transfer of building ownership.
- Beaver Mines Water/Wastewater Projects
    - Awaiting thaw/rain event to assess BM WWTP infiltration.
    - Awaiting minor changes to Lift STN Record drawings.

General Miscellaneous Operations Update Mar. 18th, 2026:

- ICS-300 3-day course complete.
- CEIP Updates (MD):
    - 2 fully complete projects: $11,935.60 in financing.
    - 4 projects estimated and approved: $166,190 in financing.
    - 4 projects in pre-qualification and application process.
- 2026 gravel pit reclamation work:
    - Carbondale
        - Received verbal direction that Forestry & Parks may only require this site to be regraded (forego reseeding, 2 years monitoring) due to future campsite potential.
    - Castle Falls
        - Received verbal direction that Forestry & Parks may forego additional work on this site (topsoil spreading, additional reseeding, 2 years monitoring) due to future campsite potential.
    - Pine Creek
- Circular Materials notified regarding EPR reporting non-compliance with Paper. Circular Materials has indicated they have been working to resolve via meeting with CNPCL.
    - CM is auditing our tickets to Capital Paper/E-360, working to obtain verification from CNPCL.
        - Remains outstanding as of Mar. 18th.
    - MD set deadline for response Mar. 6th. CNPCL held meeting with CM Feb. 26th, indicated:
        - Intent to start paper recycling again after discussions with E-360 and CM.
        - CM has stated they do not require tickets to confirm when paper stopped, and they have no interest in charging back.
        - CM would be confirming the above via an email (confirmation received Mar. 5th).
- Waste handling contract expiring.

Recommendation:
That the Utilities & Infrastructure report for Mar. 5th – Mar. 18th, 2026, be received as information.

Prepared by: David Desabrais Date: Mar. 18th, 2026

Council Meeting Date: Mar. 24th, 2026

Recommendation to Council

TITLE: 10 Year Bridge Structure - Asset Management Plan – 2026 Interim Update			
PREPARED BY: David Desabrais		**DATE: March 17th, 2026**	
DEPARTMENT: Utilities & Infrastructure			
	26/03/17	**ATTACHMENTS:** **1. 10 Year Bridge Study – Interim Update**	
Department Supervisor	**Date**		
APPROVALS:			
	26/03/17		2026/03/17
Department Director	**Date**	**CAO**	**Date**

RECOMMENDATION :

That Council receive the Bridge Structure Asset Management Plan; 10 Year Prioritization Plan – Interim Update as information.

BACKGROUND:
Roseke Engineering was contracted to provide an interim update to the 10 yr. Bridge File (BF) study completed in Spring of 2022. The update reviewed the MD's inventory changes to see how things are progressing in terms of our overall asset condition, replacement and maintenance planning, and to help reprioritize where necessary.

Summary of major updates since 2022

- The MD's inventory **increased by four (4):**
  - Two (2) BF sized structures installed under Watercourse Remediation Program (WCR)
  - TC Energy installed a new BF sized structure on a tributary to Rock Creek
  - Existing cattle pass on Maycroft Road added to inventory
- Work completed:
  - Major maintenance on five (5) structures
  - Replacement of six (6) structures
- Two (2) structures no longer BF sized (liner install, inventory error). Inspections no longer required.
- Condition rating (primary concern) changes:
  - **Structures below 30%: 0 (down from 4 in 2022)**
  - **Structures below 35%: 12 (down from 15 in 2022)**
  - **Structures below 40%: 19 (up from 16 in 2022)**
  - **Structures below 50%: 39 (up from 32 in 2022)**

Recommendation to Council

- Average **age of structures has not changed (52 years old) – average year of construction has increased from 1969 to 1973.**
- **49 structures appear on priority list (up from 40 in 2022)** based on if maintenance or replacement has been indicated as required. The main factor in this increase is bridge ratings (not culverts). Many bridges were constructed in the 1950s and are nearing their 75-year design life. This update also takes into account the major bridge coring work done in 2021, some of these bridges had never been cored previously.
    - Bridge Culverts requiring maintenance/replacement: **23 in 2025 (down from 30 in 2022)**
    - Standard Bridges requiring maintenance/replacement: **20 in 2025 (up from 7 in 2022)**
    - Major Bridges requiring maintenance/replacement: **6 in 2025 (up from 3 in 2022)**
- Due primarily to bridge condition ratings, Roseke is predicting an increased average budget allocation may be required between 2025 and 2035 **($2.1M/yr. AVG vs. $1.6M/yr. previous).**

Key study takeaways

- Since 2022, the MD has exceeded the pace necessary to keep up with addressing the most critical structural deficiencies (condition ratings below 35%).
- Due primarily to a major inventory update after the 2021 coring report, and average bridge asset age, the MD is seeing an overall increase in upcoming maintenance/replacement requirements (increase in number of structures with ratings below 50%).
    - The MD has time to evaluate the rate of deterioration of the structures above 35% (and below 50%) further, but should consider that these structures may deteriorate further on similar timelines to one another.
    - The MD may want to consider re-coring a select group of bridges with condition ratings under 50% in 2027 or 2028 followed by an interim study update in 2029.

FINANCIAL IMPLICATIONS:

N/A

ROSEKE ENGINEERING

MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9

UPDATED 2025
BRIDGE STRUCTURE ASSET MANAGEMENT PLAN

10 Year Prioritization Plan

Roseke Engineering File No.: REL241055
Municipal District of Pincher Creek No. 9 File No.: 2022_01_01

January 2026

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List of Appendices

Appendix A – Location Maps
Appendix B – Inventory Statistics
Appendix C – Inventory Summary
Appendix D – Ten Year Prioritization Plan
Appendix E – Estimated Ten Year Budget Allocation

1 Prelude

The original document was created in June 2022. This document is being provided to show the inventory updates and changes since the development of the original document. All 2025 updates are shown in blue italicized font below. The original information provided in normal font is still accurate for this assessment, and/or representative of the 2022 information provided to the Municipal District of Pincher Creek

Since the original document was completed, the MD of Pincher Creek has replaced five (5) structures, completed significant maintenance on five (5) structures, added four (4) new structures to their inventory and removed one (1).

An estimated total bridge program expenditure near $ 4.4 million over the past four (4) years has resulted in an overall improvement to the average condition of the inventory, but as additional structures age, and costs rise, further budgetary allocation should be considered.

Please refer to the additional 2025 updated information in this report and the Appendix for current asset information.

2 Introduction

Roseke Engineering Ltd. (Roseke) has been commissioned by the Municipal District of Pincher Creek No. 9 (the M.D.) to update the 2022 ten-year prioritized asset management plan for all bridge structures located in the M.D. that are under their control and management. The following report summarizes the bridge inventory, the location, the current condition, the known deficiencies, other impacts, and provides a budget plan for the replacement of repair of structures over the next ten years based on a prioritized system.

This plan forms a living document that should be updated regularly. The information is based on the current known inventory and deficiencies and prioritized accordingly. It is recommended that the M.D. continue routine inspections, update the inventory regularly and update the ten (10) year plan every five years to acknowledge potential inventory changes, maintenance completed, significant deterioration, accident/flood damage, and to ensure the budget is appropriately managed for these assets.

3 Resources

Bridge inventory information was primarily gathered from the following two sources:

- Alberta Transportation's Bridge Information System (BIS), which is a division of the Transportation Infrastructure Management System (TIMS) that provides inventory reports for all structures in the Municipal District of Pincher Creek No. 9 being used for the study.

- Alberta Transportation's Bridge Inspection and Maintenance (BIM) system, which is a subset of the BIS system and provides data from all recent bridge inspections completed in the M.D. Terminology, acronyms, and rating guidelines found in these inspections align with Alberta Transportation's Bridge Inspection and Maintenance (BIM) Manual, the Bridge Inspection Reference Manual and recent BIM Bulletins and publications.

Additional technical information used to assess the structures and determine an estimated anticipated scope of work for the ten-year prioritization list was provided by Alberta Transportation's Bridges and Structures Technical Standards website, which can be found through the following link:

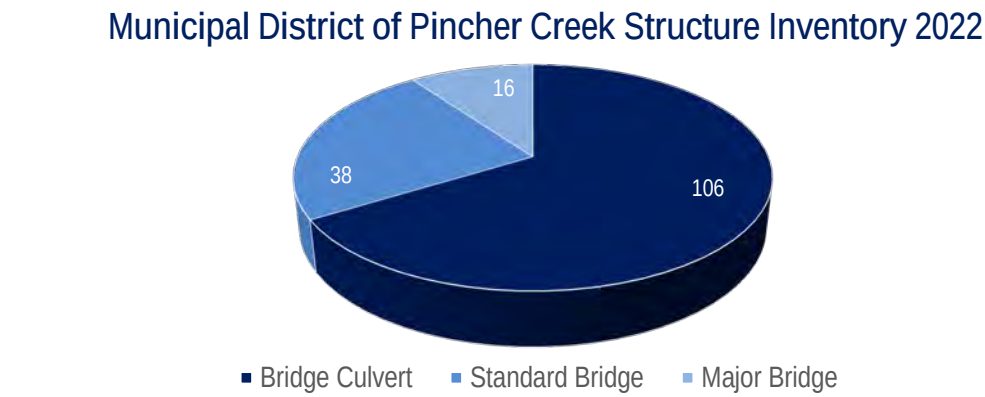
https://www.alberta.ca/bridges-and-structure-technical-standards.aspx

Additional background information was gathered by researching topography, checking aerial imagery, examining historical photos, reviewing level 2 inspections, searching for BIS flow data, accessing archived hydrometric data from Environment Canada, comparing other structures on the watercourse, checking environmental requirements, reviewing pricing for similar projects, and using mathematical tools to estimate sizing requirements.

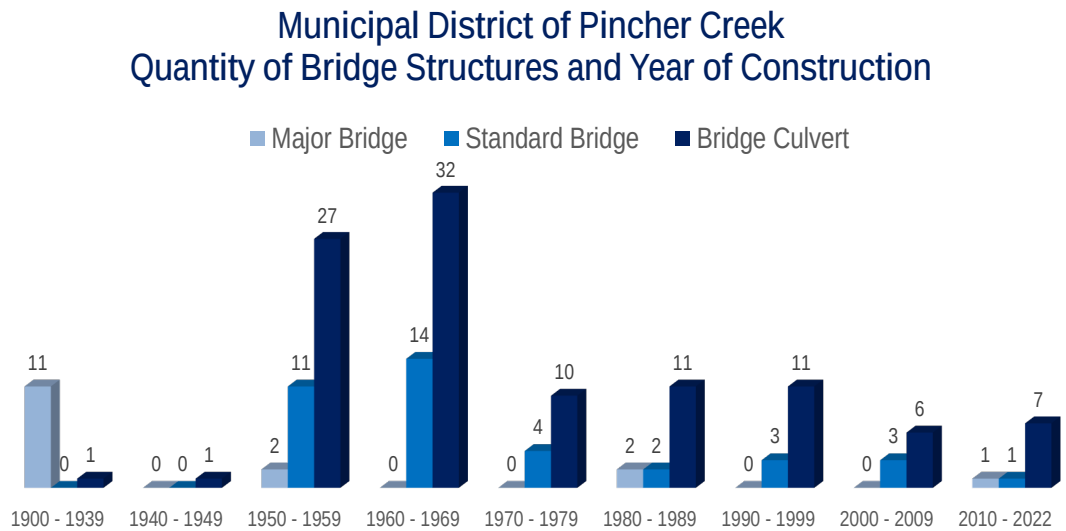
4 Inventory Information

4.1 Inventory Information (2022)

The Municipal District of Pincher Creek No. 9 has 160 structures in their inventory that are currently in service. The previous study completed in 2013 indicated that there were 169 structures, but upon review it was found that 9 were cancelled or removed from inventory for which the exact reasons are unknown. Of the remaining structure in service, 106 are bridge-sized culverts (1.5 m equivalent diameter or larger), 38 are standard bridges, and 16 are major bridges as shown in the figure below:



The average year of construction for all structures is 1969 which makes them 53 years old on average. The following figure shows quantity of structures (by type) constructed per decade:



New bridge structures are typically designed for a 75-year service life and bridge culverts are typically designed for a 50-year service life. Most structures were constructed during the 1950's and 1960's when Alberta Transportation had a designated bridge construction crew that completed most of this work. As is evident, the bridge inventory is aging, and construction of new/replacement structures has declined. In fact, it was found that 96 of the 160 structures in the M.D. (60%) have an estimated replacement year (as listed on the most recent inspection) occurring within the next ten (10) years.

Further review has determined that approximately 15 structures have been replaced within the last 15 years and additional maintenance has been completed on several more for which the total quantity could not be confirmed. Additional resource allocation will likely be required due to the total quantity of structures aging at similar rates.

At the time of this report, it was found that 57 of the 160 structures (36%) in the M.D. currently require maintenance. An additional 13 require that additional monitoring to be completed due to the presence of known significant deficiencies. Several of these structures also include recommendations to monitor on reduced inspection cycles.

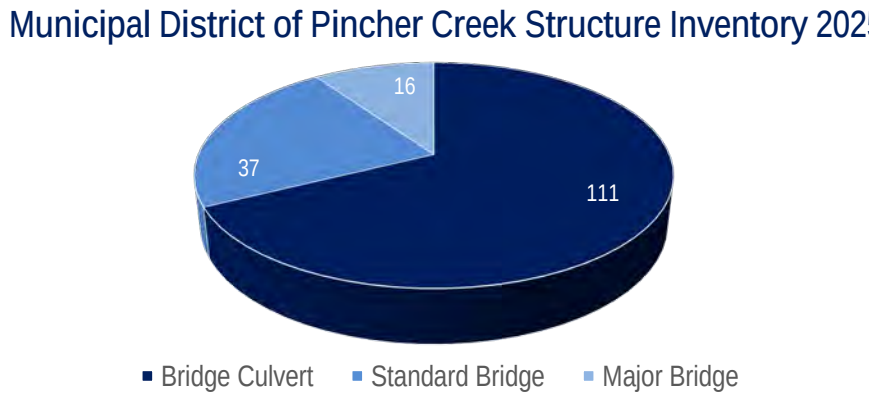
The data presented was based on the information available at the time of this report. Through discussions with the M.D. of Pincher Creek, it was found that a couple of structures were replaced, and the inventory information was not updated. These structures were prioritized based on the current information available and any additional comments recorded should be reviewed to confirm prioritization for maintenance and/or repairs.

A location map for all sites in the Municipal District of Pincher Creek No. 9 has been included in Appendix A.

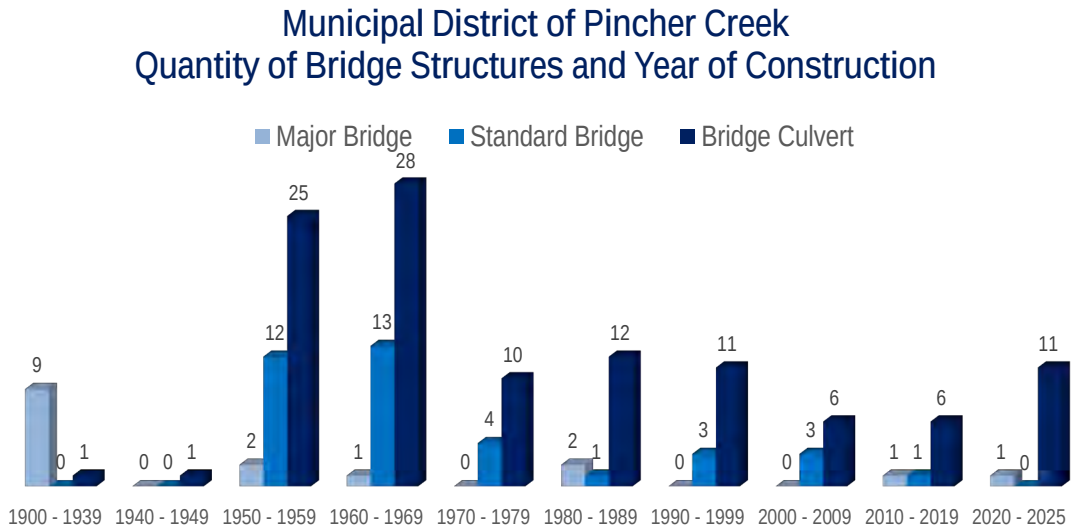
Detailed inventory statistics have been included in Appendix B outlining the types of structures, age, condition, roadway classifications, usage, and replacement years.

4.2 Inventory Information Update (2025)

The Municipal District of Pincher Creek No. 9 has 164 structures in their inventory that are currently in service. The previous study, completed in 2022, indicated that there were 160 structures, which appears accurate since (4) four new bridge files were installed since 2022, and bridge file 06559 was removed from inventory. Of the remaining structures in service, 111 are bridge-sized culverts (1.5 m equivalent diameter or larger), 37 are standard bridges, and 16 are major bridges as shown in the figure below.



The average year of construction for all structures is 1973, which makes them 52 years old on average. The following figure shows the quantity of structures (by type) constructed per decade:



4.3 2025 Summary of Inventory Changes

Since the previous 10-year plan was provided in 2022 the MD of Pincher Creek has completed the following work:

- *Maintenance has been completed on five (5) structures:*
  - *BF 00470 – A full length liner was installed in the existing CSP*
  - *BF 70175 – Major bridge was repaired and head slope erosion was addressed.*
  - *BF 75801 – Vertical steel struts were installed to prevent further deflections*
  - *BF 74048 – Vertical timber struts were installed to prevent further deflections*
  - *BF 07433 – Major Bridge repairs completed.*
- *Six crossing structures were replaced*
  - *One (1) Major bridge was replaced (BF 02488) (Fisher Bridge)*
  - *One (1) standard bridge has been removed (BF 74017) and replaced with a new CSP structure*
  - *Four bridge culvert structures were replaced:*
    - *BF 74260*
    - *BF 76294*
    - *BF 75265*
    - *BF 75377*
- *Four (4) new structures were added to the MD's Inventory*
  - *BF 84380 – Existing cattle pass on the Maycroft Road was identified and the inventory was updated*
  - *BF 84361 – New bridge culvert installed on South Todd Creek*
  - *BF 84367 – New Open Bottom Arch Structure installed on Iron Creek*
  - *BF 84379 – TC Energy installed a new open bottom arch culvert on a Tributary to Rock Creek*
- *Five (5) crossing maintenance or replacement projects are underway:*
  - *BF 75481 – Culvert replacement project awarded to Vitae Environmental. To be completed March 2026.*
  - *BF 07080 – Preliminary Engineering completed for a replacement bridge crossing. Project on hold.*
  - *BF 76203 – Preliminary Engineering completed for a replacement culvert crossing. Funding application submitted.*
  - *BF 71542 - Preliminary Engineering completed for a replacement culvert crossing. Funding application submitted.*
  - *BF 01348 – Preliminary Engineering for a replacement structure in progress. Funding application submitted.*

- *Two structures are no longer bridge sized. The bridge file number for each crossing remains in the inventory system pending future potential upgrading, but they will no longer require inspections as per TEC's bridge program. They include:*
    - *BF 00470 – the newly installed liner is less than 1.50 m in diameter*
    - *BF 06559 is a 600 mm diameter CSP. It was being inspected as BF 01116, but the inventory was updated.*

Additional maintenance may have potentially been completed on several other structures for which the total quantity could not be confirmed.

Work on non-bridge sized culvert structures was not accounted for in this plan.

At the time of this report, it was found that 54 of the 164 structures (33%) in the M.D. currently require maintenance. That represents a 3% decrease in the maintenance requirements since 2022. An additional 9 structures require that additional monitoring be completed due to the presence of known significant deficiencies. Several of these structures also include recommendations to monitor on reduced inspection cycles.

A location map for all sites in the Municipal District of Pincher Creek No. 9 has been included in Appendix A.

Detailed inventory statistics have been included in Appendix B outlining the types of structures, age, condition, roadway classifications, usage, and replacement years.

5 Methodology

Roseke Engineering started the evaluation by reviewing inspection information for all structures located on local or municipal roads that are currently in service and under the control and management of the Municipal District of Pincher Creek No. 9. Structures located on the provincial highway network, non-bridge sized culverts, proposed structures, and structures removed from the inventory were not included in the assessment. A total of *164* structures were identified in the search and inspection data for each crossing was reviewed in detail and organized based on the following criteria:

1) Structural Condition Rating
2) Sufficiency Rating
3) Estimated Replacement Year / Age of Structure
4) Recent Maintenance Recommendations

This criterion was used as a baseline for establishing the structures in worst condition. Appendix C contains a summary of all structures with general inventory information, sorted by condition, sufficiency, and replacement year. Secondary inventory lists showing only bridge culverts or only bridge structures were also included. Roseke Engineering will provide a copy of the digital inventory list to the M.D. of Pincher Creek No. 9. This form can be a living document and should be updated yearly as inspections are completed, maintenance is done, or as structures are replaced. The inventory list can be used as a tool to assist with the management of these assets and the prioritization of structures requiring repairs/replacement.

The inspection forms are set up so that each element at a crossing is assigned an individual rating. The rating for the critical elements results in a general rating being assigned to each category. The ratings for each element are used to calculate a structural condition rating and a sufficiency rating for each structure. By analyzing the ratings for each element, the corresponding comments, and supporting information (if available) the deficiencies can be assessed on an individual basis to develop a prioritization plan. The low ratings identified result in a repair or replacement prioritization as outlined below:

BIM Rating	Description	Maintenance Priority
5 -9	Element is in acceptable condition and functioning as intended	No Action Required
4	Element is below minimal acceptable condition	Low Priority for Repair
3	Element is showing signs of deterioration or distress and therefore not functioning as intended	Medium Priority for Repair
2	Element has severe deterioration or distress, and/or is presenting a hazardous condition.	High Priority for Repair
1	Danger of Collapse or Danger to Users	Immediate Action Required

The structures with the highest priority were evaluated in greater detail to examine the current condition and functionality of the structure based on the severity of the identified deficiencies. A total of 40 structures with ratings or conditions that suggest significant maintenance and/or replacement will be required within the next ten years were evaluated. They are circled on the location maps in Appendix A and a list of these structures is provided below:

Figure 1 - 2022 Prioritized Structures

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structural Condition Rating	Sufficiency Rating	Maintenance Required?	BIM ERY
02488-01	1927	NW 26-07-02 W4M	Crowsnest River	Lundbreck	RLU-209G-090	22.2%	30.3%	Y	2020
00468-01	1968	SE 04-06-20 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	22.2%	46.2%	N	2018
75737-01	1953	NE 23-09-03 W5M	South Todd Creek	Burmis	RLU-208G-090	22.2%	52.3%	N	2018
76294-01	1965	SW 32-06-01 W5M	Trib. To Castle River	Cowley	RLU-208G-090	22.2%	52.8%	M	2022
75265-01	1960	NE 11-10-01 W5M	Heath Creek	Cowley	RLU-208G-090	33.3%	34.6%	Y	2023
01113-01	1971	SE 31-07-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	33.3%	40.3%	M	2033
74048-01	1962	NW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	33.3%	49.2%	M	2029
75801-01	1953	SW 09-10-01 W5M	Trib. To Oldman River	Cowley	RLU-208G-090	33.3%	51.0%	Y	2030
75481-01	1961	SW 23-09-01 W5M	Trib. To Olin Creek	Cowley	RLU-208G-090	33.3%	51.1%	M	2030
00470-01	1988	SE 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	33.3%	53.1%	M	2032
74260-01	1954	SW 13-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	33.3%	54.0%	Y	2020
07080-01	1974	SW 17-03-29 W4M	Dungarvan Creek	Twin Butte	RLU-208G-090	33.3%	54.1%	M	2030
76203-01	1965	NW 26-10-03 W5M	Ernst Creek	Maycroft	RLU-208G-090	33.3%	54.5%	M	2027
71542-01	1967	SE 07-10-01 W5M	Indian Creek	Maycroft	RLU-207G-060	33.3%	56.5%	M	2035
13960-01	1961	SE 11-08-01 W5M	Trib. To Oldman River	Cowley	RLU-207G-060	33.3%	58.1%	M	2031
01077-01	1963	NW 12-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	38.9%	60.1%	Y	2032
70175-01	1957	NW 22-03-30 W4M	Yarrow Creek	Twin Butte	RLU-209G-090	44.4%	34.6%	Y	2024
76636-01	1962	SE 17-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	44.4%	44.5%	N	2023
75377-01	1962	NW 08-06-02 W5M	Screwdriver Creek	Burmis	RLU-208G-090	44.4%	47.5%	Y	2020
01348-01	1969	SW 03-08-02 W5M	Connelly Creek	Lundbreck	RLU-208G-090	44.4%	49.8%	N	2030
07743-01	1908	SW 23-05-02 W5M	Gladstone Creek	Pincher Creek	RLU-209G-090	44.4%	49.9%	Y	2025
02187-01	1968	NW 27-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	44.4%	50.5%	Y	2024
00673-01	1958	SE 21-09-01 W5M	Olin Creek	Cowley	RLU-208G-090	44.4%	52.4%	N	2028
74110-01	1957	SW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	44.4%	53.3%	N	2025
01528-01	1953	NW 25-05-01 W5M	Pincher Creek	Pincher Creek	RLU-208G-090	44.4%	56.2%	Y	2028
00471-01	1960	SW 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-209G-090	44.4%	56.4%	N	2033
73602-01	1972	SE 31-05-01 W5M	Trib. To Gladstone Creek	Pincher Creek	RLU-208G-060	44.4%	56.4%	Y	2034
74425-01	1955	NW 23-05-02 W5M	Trib. To Gladstone Creek	Beaver Mines	RLU-209G-090	44.4%	59.5%	N	2030
01410-01	1958	SW 14-05-28 W4M	Trib. To Waterton River	Brocket	RLU-208G-090	44.4%	60.3%	N	2029
07982-01	1982	SW 20-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	44.4%	60.4%	Y	2028
77192-01	1970	SE 27-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	44.4%	60.9%	N	2028
78427-01	1980	SE 25-08-29 W4M	Trib. To Beaver Creek	Brocket	RLU-208G-090	44.4%	61.9%	Y	2035
06906-01	1913	SE 13-07-03 W5M	Crowsnest River	Burmis	RLU-207G-060	50.0%	36.8%	Y	2035
70417-01	1960	SE 05-07-01 W5M	Trib. To Castle River	Pincher Creek	RLU-208G-090	50.0%	62.8%	Y	2024
74259-01	1954	SE 01-06-30 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-207G-060	55.6%	49.6%	M	2025
02360-01	1955	NW 18-08-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-207G-060	55.6%	56.9%	M	2030
08685-01	1953	SW 05-05-29 W4M	Foothill Creek	Twin Butte	RLU-208G-090	55.6%	59.7%	Y	2030
06836-01	1953	SE 29-09-02-W5M	Todd Creek	Lundbreck	RLU-208G-090	55.6%	63.5%	Y	2031
74906-01	1962	SW 06-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	61.1%	65.8%	Y	2030
06765-01	1990	NW 03-06-02 W5M	Beaver Mines Creek	Pincher Creek	RLU-208G-090	66.7%	72.8%	Y	2038
06559-01	1910	NW 36-04-30 W4M	Foothill Creek	Twin Butte	RLU-208G-090	77.8%	74.8%	Y	2020

The most recent inspection report identifies the need for maintenance as “yes” or “no”. Occasionally, additional maintenance is not specified, but monitoring is so an “M” was used to indicate that additional routine monitoring, usage restriction, or reduced inspection cycles were advised. Additional comments were included in the digital copy of the inventory list. The M.D. should review the inspections, comments, and check the site conditions annually when considering replacement/maintenance at each crossing.

In 2025, a total of 49 structures (40 structures in 2022) with ratings or conditions that suggest significant maintenance and/or replacement will be required within the next ten years were evaluated. They are circled on the location maps in Appendix A and a list of these structures is provided below.

For information purposes, the list is shaded as follows:

- *The structures highlighted in green font have had maintenance/replacement completed*
- *The structures highlighted in orange are (or were) in progress of having maintenance/replacement completed.*
- *The grey highlighted structures have ratings indicating maintenance/replacement may be required in 10 years.*

Figure 2 - 2025 Prioritized Structures

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structural Condition Rating	Sufficiency Rating	Maintenance Required?
01113-01	1971	SE 31-07-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	33.3%	41.3%	N
73608-01	1921	NE 34-03-28 W4M	Waterton River	Hill Spring	RLU-207G-060	33.3%	43.1%	Y
00673-01	1958	SE 21-09-01 W5M	Olin Creek	Cowley	RLU-208G-090	33.3%	45.8%	M
02360-01	1955	NW 18-08-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-207G-060	33.3%	46.4%	N
75801-01	1953	SW 09-10-01 W5M	Trib. To Oldman River	Cowley	RLU-208G-090	33.3%	49.8%	N
75481-01	1961	SW 23-09-01 W5M	Trib. To Olin Creek	Cowley	RLU-208G-090	33.3%	51.1%	M
07080-01	1974	SW 17-03-29 W4M	Dungarvan Creek	Twin Butte	RLU-208G-090	33.3%	54.1%	M
76203-01	1965	NW 26-10-3 W5M	Ernst Creek	Maycroft	RLU-208G-090	33.3%	54.2%	M
74906-01	1962	SW 06-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	33.3%	55.8%	Y
71542-01	1967	SE 07-10-01 W5M	Indian Creek	Maycroft	RLU-207G-060	33.3%	56.5%	M
13960-01	1961	SE 11-08-01 W5M	Trib. To Oldman River	Cowley	RLU-207G-060	33.3%	58.1%	M
84522-01	2003	NW 28-08-01 W5M	Unnamed Watercourse	Cowley	RLU-209G-090	33.3%	60.2%	M
70175-01	1957	NW 22-03-30 W4M	Yarrow Creek	Twin Butte	RLU-209G-090	38.9%	31.5%	Y
08685-01	1953	SW 05-05-29 W4M	Foothill Creek	Twin Butte	RLU-208G-090	38.9%	53.4%	Y
71266-01	1953	SE 36-07-02 W5M	Connelly Creek	Lundbreck	RLU-206G-060	38.9%	54.1%	Y
00488-01	1958	SW 26-05-28 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	38.9%	55.5%	Y
01077-01	1963	NW 12-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	38.9%	60.1%	Y
02070-01	1965	NW 10-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	38.9%	60.7%	Y
02069-01	1962	NW 08-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-207G-060	38.9%	66.6%	Y
76636-01	1962	SE 17-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	44.4%	42.2%	N
01348-01	1969	SW 03-08-02 W5M	Connelly Creek	Lundbreck	RLU-208G-090	44.4%	48.1%	N
74048-01	1962	NW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	44.4%	49.2%	N
02187-01	1968	NW 27-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	44.4%	50.5%	Y
74110-01	1957	SW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	44.4%	55.5%	N
09213-01	1952	SW 13-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	44.4%	55.6%	Y
01528-01	1953	NW 25-05-01 W5M	Pincher Creek	Pincher Creek	RLU-208G-090	44.4%	56.2%	Y
00471-01	1960	SW 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-209G-090	44.4%	56.4%	N
73602-01	1972	SE 31-05-01 W5M	Trib. To Gladstone Creek	Pincher Creek	RLU-208G-060	44.4%	56.4%	Y
74175-01	1958	SW 35-05-30 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	44.4%	57.5%	Y
77192-01	1970	SE 27-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	44.4%	58.1%	N
08686-01	1959	NW 16-5-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-90	44.4%	58.5%	Y
74425-01	1955	NW 23-05-02 W5M	Trib. To Gladstone Creek	Beaver Mines	RLU-209G-090	44.4%	59.5%	N
06836-01	1953	SE 29-09-02-W5M	Todd Creek	Lundbreck	RLU-208G-090	44.4%	60.1%	Y
01410-01	1958	SW 14-05-28 W4M	Trib. To Waterton River	Brocket	RLU-208G-090	44.4%	60.3%	N
00760-01	1959	SE 03-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-207G-060	44.4%	60.4%	N
07982-01	1982	SW 20-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	44.4%	60.4%	Y
78427-01	1980	SE 25-08-29 W4M	Trib. To Beaver Creek	Brocket	RLU-208G-090	44.4%	61.9%	N
02419-01	1965	NE 34-04-29 W4M	Foothill Creek	Pincher Creek	RLU-208G	44.4%	62.9%	Y
01839-01	1964	SW 02-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	44.4%	64.7%	N
00479-01	1926	NE 12-04-29 W4M	Drywood Creek	Twin Butte	RLU-207G-060	50.0%	30.6%	Y
13957-01	1966	NE 05-08-02 W5M	Connelly Creek	Lundbreck	RLU-208G-060	50.0%	44.4%	Y
74141-01	1923	SE 14-07-20 W4M	Oldman River	Brocket	RLU-209G-090	50.0%	44.5%	Y
70423-01	1933	SW 02-06-01 W5M	Pincher Creek	Pincher Creek	RLU-208G-090	50.0%	52.3%	Y
00481-01	1967	SW 28-06-30 W4M	Trib. To Pincher Creek	Pincher Creek	RLU-207G-060	50.0%	59.7%	Y
00828-01	1950	NE 01-08-02 W5M	Cow Creek	Lundbreck	RLU-207G-060	50.0%	60.7%	Y
00784-01	1955	SE 28-05-28 W4M	Foothill Creek	Pincher Creek	RLU-207G-060	50.0%	63.0%	Y
74259-01	1954	SE 01-06-30 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-207G-060	55.6%	48.7%	M
07743-01	1908	SW 23-05-02 W5M	Gladstone Creek	Pincher Creek	RLU-209G-090	55.6%	56.3%	N
74038-1	1980	NW 24-06-30 W4M	Foothill Creek	Pincher Creek	RLUE-207G-060	55.6%	64.1%	Y
06559-01	1910	NW 36-04-30 W4M	Foothill Creek	Twin Butte	RLU-207G-060	88.9%	76.0%	N
02488-01	2025	NW 26-7-2 W5M	Crowsnest River	Lundbreck	RLU-206G-60	94.4%	67.8%	Y
84367-01	2024	SE 23-09-03 W5M	Tributary to South Todd Creek	Lundbreck	RLU-207G-060	100.0%	75.0%	N
84361-01	2025	SE 15-06-03 W5M	Iron Creek	Beaver Mines	RLU-206G-050	100.0%	75.0%	N
75265-02	2023	NE 11-10-01 W5M	Heath Creek	Cowley	RLU-207G-060	100.0%	78.4%	N
70417-01	2025	SE 05-07-01 W5M	Trib. To Castle River	Pincher Creek	RLU-208G-090	100.0%	80.0%	N
84379-01	2025	SW 11-08-03 W5M	Trib. To Rock Creek	Burmis	RLU-206G-060	100.0%	80.9%	N
74260-02	2024	SW 13-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-90	100.0%	90.8%	N
76294-02	2023	SW 32-06-01 W5M	hd order tributary to Castle Riv	Cowley	RLU-208G-090	100.0%	91.9%	N
75377-02	2022	NW 08-06-02 W5M	Screwdriver Creek	Burmis	RLU-208G-060	100.0%	93.3%	N
00470-01	1988	SE 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	100.0%	100.0%	M

It has been noted that some new structures have appeared in the prioritized list due to new deficiencies that may have been identified during recent inspections. The total quantity of prioritized structures has increased by 9 structures since 2022 because of these new deficiencies appearing and because many existing bridge structures constructed in the 1950's are nearing their 75-year design life. Many bridge structures were also cored in 2021, and the bridge inventory has now been updated to reflect these results since the last plan was developed.

The change in structure types and inventory requiring maintenance or replacement is summarized in the table below.:

Table 1 – Comparison of Estimated Number of Structures Requiring Replacement or Maintenance in Next 10 Years

Structure Type	Number of Structures that Require Maintenance or Replacement in Next 10 Years		
	2022 Inventory	2025 Inventory	Change Since 2022
Bridge Culverts	30 (75.0%)	23 (46.9%)	- 7
Standard Bridges	7 (17.5%)	20 (40.8%)	+13
Major Bridges	3 (7.5%)	6 (12.2%)	+ 3
Total	40	49	+9

An updated Ten-Year Prioritization List was developed for the 49 structures reviewed and has been included in Appendix D with comments and budgetary pricing. This list contains the following information:

- *Bridge File Number*
- *Location & Structure Type*
- *The Estimated Replacement Year as listed on the inspection form*
- *Structural Condition and Sufficiency Ratings*
- *Inventory Information – Including additional researched information pertaining to that site*
- *Commentary regarding the condition of the structure and the reasoning for replacement or maintenance.*
- *The estimated preferred action for each site and the target year to complete that work.*
- *The estimated maintenance or replacement costs for each site.*

Structures that have been replaced or have had maintenance completed remain in the updated prioritized list included in Appendix D. This list supersedes the previous list completed in 2022.

Depending on the structure type, the deficiencies identified, and the site conditions, further technical assessments or engineering may be required to verify the correct course of action. We have provided an estimated budget based on the assumptions made during the review. The M.D. should consider that conditions or requirements may change, and that this evaluation was done for ranking and estimating purposes based on the information available at the time. Although we attempt to consider deterioration rates and estimate the action years, limited data, incomplete information, or other factors may contribute work being required earlier or later than expected. Continued monitoring and routine maintenance should be continued. The inventory list should be updated annually at a minimum, and it is recommended that the ten-year prioritization list be reviewed and updated every five years.

The M.D. should consider that existing structures were constructed to current standards in their respective year of construction. Since then, standards and specifications for bridges and culverts has changed, and the existing structures may not be adequately serving the needs of the public and/or resulting in potential hazards. Both the inventory list and the ten-year prioritization list identify substandard allowable loading on bridge structures, steep embankment, missing slopes, reduced height of cover and other factors which may be considered substandard. Other structures that were not prioritized may also have substandard features or hazardous conditions and additional routine maintenance may be required to correct these deficiencies. When also considering the effects of the frequency of flooding, the environmental requirements, usage, and the level of service, replacement alternatives are typically required to be larger than the existing structure. The implementation of maintenance actions may also be influenced

by the hydraulic capacity of the structure in relation to historic flood levels and potential adverse impacts to the environment.

Maintenance alternatives were suggested for structures nearing the end of their service life if the evaluation suggested that the associated costs in relation to the extended life span could provide additional value. Life cycle cost and net present value analysis should be completed to verify the correct course of action on an individual basis. Furthermore, there may be maintenance requirements for other structures not prioritized that need to be addressed to ensure safety, improve the condition or functionality of the structure, and minimize the potential for early replacement.

The review of the historical bridge inventory and inspection data is based on the information provided as of the most recent inspection. Roseke has not visited the sites to verify the inspection data, or to complete detailed assessments at each site. This evaluation was based on a desktop review and is partially dependent upon the accuracy of the information acquired. Furthermore, the default inspection cycle for standard bridges on culverts on local roads is 57 months, and 37 months for major structures. Hence, conditions could have changed since the last inspection. The evaluation did not consider potential impact damage, flooding, unidentified deficiencies, or other unknown factors which may result in other structures requiring replacement or maintenance at an earlier interval.

6 Asset Budget Allocation

Roseke has provided an estimated cost to complete maintenance or replace each structure on the ten-year list so that budget projections can be made. Budgetary information was based off other similar projects and considers the replacement structure type, the size of the structure, the effort required and the detour requirements. These are “A” level estimates that include engineering fees for the assumed work being completed by others. Considerations for land acquisition, habitat compensation, additional work, historical resources, supply chain issues, inflation or other factors may contribute to a variance in the total project costs. To minimize the potential for budget overruns, it is recommended that detailed Preliminary Engineering be completed prior to the target replacement year so that all factors can be considered, and higher-level cost estimates can be provided to confirm the work meets the M.D.’s budgetary constraints for the next fiscal year.

The M.D.’s desired or approved annual budget allocation for these assets is unknown so the yearly expenditure was based on an estimated total average yearly expenditure being required to repair or replace the 40 identified structures. The M.D. may adjust target years based on funding availability, budgetary constraints, and/or need. Minor adjustments to the prioritization order could also be considered if needed to work within the annual budget constraints. Diligent monitoring should be completed, especially on structures with low ratings, so that the safety of the public is maintained. The M.D. may also consider increasing budgets and advancing the program to alleviate additional expenditure requirements in the next decade as the assets age.

6.1 2022 Budget Allocation Information

Costs for routine maintenance were not included in the assessment under the pretense that most maintenance work will be completed by M.D. public works staff, and that the work is not critical to operation of the structure and additional funding sources are not available. An estimated $50,000 annual budget should be reserved for additional routine maintenance to be completed.

A summary of the estimated average costs for the maintenance and replacement of structures through the next ten years is shown below:

Figure 3 - 2022 Bridge Structure Budget Allocation

Bridge Structure Budgetary Allocation	Total Program	Yearly Average
Estimated Bridge Structure Maintenance Costs (2023 – 2033)	$ 1,840,000	$ 184,000 /year
Estimated Bridge Structure Replacement Costs (2023 – 2033)	$ 2,526,000	$ 252,600 / year
Estimated Bridge Culvert Maintenance Costs (2023 – 2033)	$ 225,000	$ 22,500 / year
Estimated Bridge Culvert Replacement Costs (2023 – 2033)	$ 10,014,000	$ 1,001,400/ year
Estimated Total Required Maintenance Budget (2023 – 2033)	$ 2,065,000	$ 206,500 / year
Estimated Total Required Replacement Budget (2023 – 2033)	$ 12,540,000	$ 1,254,000 / year
Total Estimated Average Budget Allocation (2023-2033)	$ 14,605,000	$ 1,460,500 / year

Budget costs for 2022 were not included under the presumption that funding has already been included in the current fiscal budget. It is estimated that the M.D. has already allocated approximately $354,000 for maintenance and $2,045,200 for replacement based on available information.

The assumed maintenance work will typically extend the life of a structure for 10 – 15 years. The planned $2.07 million in maintenance costs to be incurred over the next 10 years will result in an approximate $ 11,118,000 of replacement costs being deferred to the next decade. It is recommended that the 10-year prioritization list be updated in five years to review the inventory condition and estimate costs going forward as other structures age. The inventory analysis revealed a large quantity of structures requiring replacement in the 2030's, and budget allocation should be reviewed to confirm if additional funding may be required. Furthermore, variable deterioration rates or condition changes may result in an alternate strategy being required. The M.D. may consider adding a contingency to the budget forecast to capture potential variations in the strategy, or potential cost increases. Routine maintenance costs were excluded from the prioritization plan.

A significant annual variance could be expected depending on the total project costs and funding availability. The annual average should be used as a guideline for establishing budgets with understanding that overruns or underruns will be carried forward to the next fiscal year. The estimates were based on work being completed on approximately 3-4 structures per year based on the 2022 program. Roseke did not attempt to reorganize priority work to create a balanced annual budget. Structures were prioritized based on their current condition. The M.D. may increase or decrease asset funding allocation depending on funding availability, but additional monitoring or maintenance may be required.

6.2 2025 Budget Allocation Information

Roseke has provided an updated 2025 cost to complete maintenance or replace each structure on the updated ten-year priority list so that budget projections could be made going forward. It also provides a breakdown of the costs of the projects that have been completed and the current projects that are in progress. However, the costs were not broken down by structure type during this assessment. Details are shown in the following Table:

Figure 4 - 2025 Budget Allocation and Expenditure Breakdown

Bridge Structure Budgetary Allocation	Total Program	Yearly Average
Estimated Total Expenditure (2025 – 2035) *Includes Completed Engineering for Projects in Progress*	*$ 4,428,245*	*$ 1,107,061/year*
Estimated Total Expenditure for Projects in Progress *Project are Pending Funding Approval*	*$ 4,238,635*	
Estimated Total Required Maintenance Budget (2025 – 2035)	*$ 5,297,190*	*$ 529,719 / year*
Estimated Total Required Replacement Budget (2025 – 2035)	*$ 16,297,056*	*$ 1,629,706 / year*
Total Estimated Average Budget Allocation (2025 - 2035)	*$ 21,594,246*	*$ 2,159,425 / year*

The annual estimated total budget allocation has increased by approximately 48% due to the increased quantities of structures requiring work and the increased number of bridge structures requiring work. The analysis also indicates that maintenance has been assumed for most bridge structures. Replacement could significantly increase the annual budget requirements. But if maintenance is completed, the MD should acknowledge that an estimated $ 24,375,360 of budgetary monies will be deferred 10-15 years at which point replacement could be required. The annual budgetary requirements could therefore increase quite drastically.

The current and previous estimated expenditures required based on the structure types are shown in the following table:

Table 2 - Total Estimated 10 Year Expenditure Comparison from Previous Plan

Structure Type	*Current and Past Estimated Expenditure Based on Structure Type*					
	2022-2032 Maintenance	*2022-2032 Replacement*	*2025-2035 Maintenance*	*2025-2035 Replacement*	*Avg. Annual Additional Maintenance Costs 2022 – 2025*	*Avg. Annual Additional Replacement Costs 2022-2025*
Culverts	*$ 1,005,000*	*$ 2,297,000*	*$ 1,972,190*	*$ 5,271,960*	*$ 129,200*	*$ 297,496*
Bridge Structures	*$ 1,060,000*	*$ 10,243,000*	*$ 3,325,000*	*$ 11,025,096*	*$ 226,500*	*$ 78,210*

The M.D.'s desired or approved annual budget allocation for these assets is unknown so the yearly expenditure was based on an estimated total average yearly expenditure being required to repair or replace the 49 identified structures. The M.D. may adjust target years based on funding availability, budgetary constraints, and/or need. Minor adjustments to the prioritization order could also be considered if needed to work within the annual budget constraints. Based on assumed funding limitations and potential extended life spans, some work was pushed beyond 2035.

Diligent monitoring should be completed, especially on structures with low ratings, so that the safety of the public is maintained. The M.D. may also consider increasing budgets and advancing the program to alleviate additional expenditure requirements in the next decade as the assets age and to prevent future additional deferred costs, and to optimize the expenditures over several decades.

Costs for routine maintenance were not included in the assessment under the pretense that most maintenance work will be completed by M.D. public works staff, and that the work is not critical to operation of the structure and additional funding sources are not available. A recommended $75,000 annual budget should be reserved for additional routine maintenance to be completed.

A detailed copy of the 2025-2035 asset budget allocation has been included in Appendix E.

7 Funding Alternatives

The Municipal District of Pincher Creek No. 9 is encouraged to apply for funding to complete this work on an annual basis to alleviate the monetary impacts from tax revenue, Municipal Sustainability Initiative (MSI) funding or other sources that can be used for other M.D. needs/projects. A summary of the known potential funding sources is shown below:

7.1 Alberta Transportation Strategic Transportation Infrastructure Program (STIP)

The Local Road Bridge Program (LRB) is one of four funding streams of the Alberta Transportation Strategic Transportation Infrastructure Program (STIP) and provides Municipalities with funding for local road bridge projects on a 75% (AT) / 25% (M.D.) cost share initiative. Engineering, maintenance, rehabilitation and replacement costs can be covered for eligible projects. In order for a project to be deemed eligible, an application needs to be submitted that outlines the basic need, safety, functionality, condition, economic impacts, social benefits, environmental benefits, and condition of the structure. More information can be found here:

https://www.alberta.ca/stip-local-road-bridge-program.aspx#jumplinks-1

As a typical rule, funding under this program is typically only provided for structures with a Structural Condition Rating below 38.9% unless other factors contribute to the need for replacement or joint funding can be provided. Based on the current inventory condition, the M.D. of Pincher Creek No. 9 has 16 potential eligible projects.

7.2 Alberta Environment & Parks Watercourse Crossing Remediation Grant Program

The goal of the watercourse crossing program is to address threats to fish survival stemming from trails and poorly constructed and maintained watercourse crossings that cause habitat fragmentation, erosion, and sedimentation. The Remediation Grant Program was established in 2021 and provides financial assistance for Municipalities to remediate and reclaim roadway crossings. Funding priority is given to activities that clearly demonstrate improvement of fish to access high quality habitat, reduce sedimentation, demonstrate collaboration with other watercourse owners, and allow for the collection of watercourse crossing data. At this time the program has $8.5 million allocated annually for each fiscal year from 2021 to 2024. Municipalities (including the M.D. of Pincher Creek No. 9) along the eastern slopes of the Rockies in priority 1 watersheds are given priority for funding claims if the benefits can be clearly outlined. Considering the M.D. is prioritized and that an estimated 90% of all waterbodies in the Municipality contain fish and fish habitat, and that additional consideration for assessments, environmental approvals, permitting, construction timing effects, and habitat offsetting has occurred more frequently, prioritization for work may be adjusted if funding can be obtained through this program.

More information regarding the program and how to apply can be found here:

https://www.alberta.ca/watercourse-crossing-program.aspx

As of 2025, it is understood that this program has been put on hold and that funding applications are no longer being accepted under the Watercourse Crossing Remediation Program until further notice.

7.3 The Department of Fisheries & Oceans (DFO) – Fish Habitat Bank

Although this program does not provide direct funding for local road bridge projects, the Municipal District of Pincher Creek No. 9 is encouraged to develop project specific offsetting plan with DFO to establish offsetting credits for future work. In accordance with the Federal Fisheries Act, the death of fish or the harmful alteration, destruction or disruption to fish habitat is prohibited. If the application to conduct work in a fish bearing waterbody results in this potential condition, the proponent would be required to design, construct, fund, and monitor offsetting measures. Alternatively, if the proponent can prove that the work they are completing will create a significant net gain in habitat, the proponent can apply for a credit for use on other projects. Although there is no tangible funding received for the project, the potential cost savings resulting from the credit bank could be significant, especially when considering that required

offsetting measures may have to be developed with an increased high ratio in comparison with the actual loss incurred. More information regarding this program can be found here:

https://www.dfo-mpo.gc.ca/pnw-ppe/reviews-revues/policies-politiques-eng.html#_697

As an example, the M.D. could replace a culvert structure on an environmentally sensitive waterbody with a standard bridge or other structure that facilitates fish passage. The increase in habitat provided at site, in combination with the habitat gained upstream could be credited for use on other bank protection projects, or where a significant net loss of habitat is lost (e.g., installing a long, large diameter culvert where a bridge previously existed).

These potential funding sources are being recommended to alleviate budgetary impacts to the M.D. If you require more information, or need assistance with applications, Roseke Engineering can assist as needed.

8 Conclusion

This report is being provided to the Municipal District of Pincher Creek No. 9 for bridge structure asset management purposes so that the M.D. can identify, plan, and budget the resources necessary to maintain the assets under their control, minimize adverse impacts to residents and industry, and preserve the safety of the travelling public. The information contained herein is based on a detailed review of recent inspections, inventory information and by using judgment, and technical experience to identify the probable and appropriate maintenance or replacement for each site. Additional inspections and/or assessments should be completed to verify the information and assist with the prioritization and implementation of the program going forward.

Detailed location maps, inventory information, the ten-year prioritization list, budgetary estimates and other information contained therein is included in the following Appendices and forms part of this document. Additional digital file information can also be provided at the request of the M.D.

We thank you for the opportunity to provide this information to the Municipal District of Pincher Creek No. 9. We are willing to discuss the information and/or provide additional information as needed via. phone call or meeting at your convenience. If you have questions or comments regarding any of the information provided, please feel free to contact the undersigned at your earliest convenience.

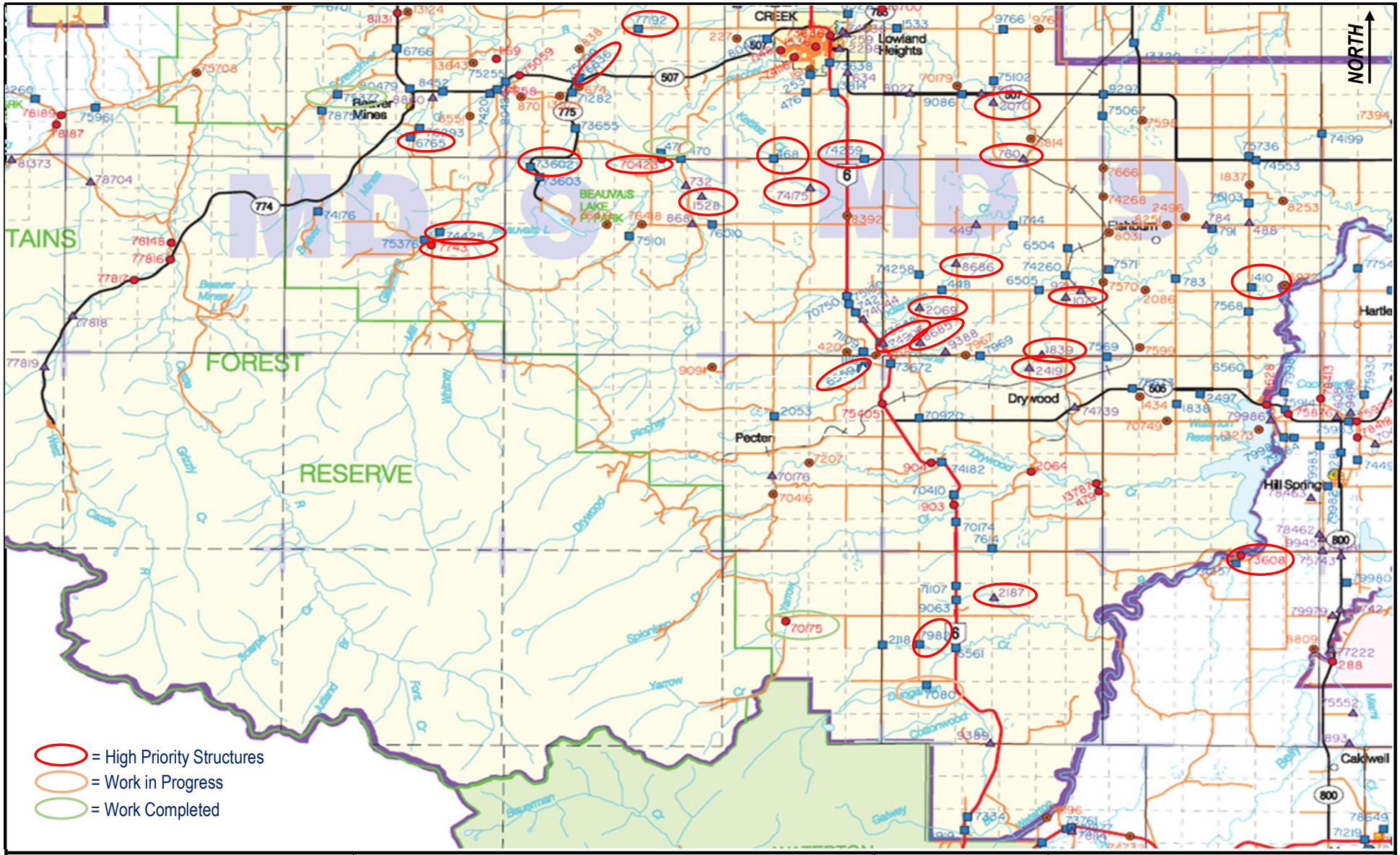
Respectfully submitted by:

Levi Ober, P.L.Eng.
Bridge Engineer
Roseke Engineering Ltd.

Bernie Roseke, P.Eng, PMP
Principal / Owner
Roseke Engineering Ltd.

Appendix A

Location Maps



ROSEKE ENGINEERING
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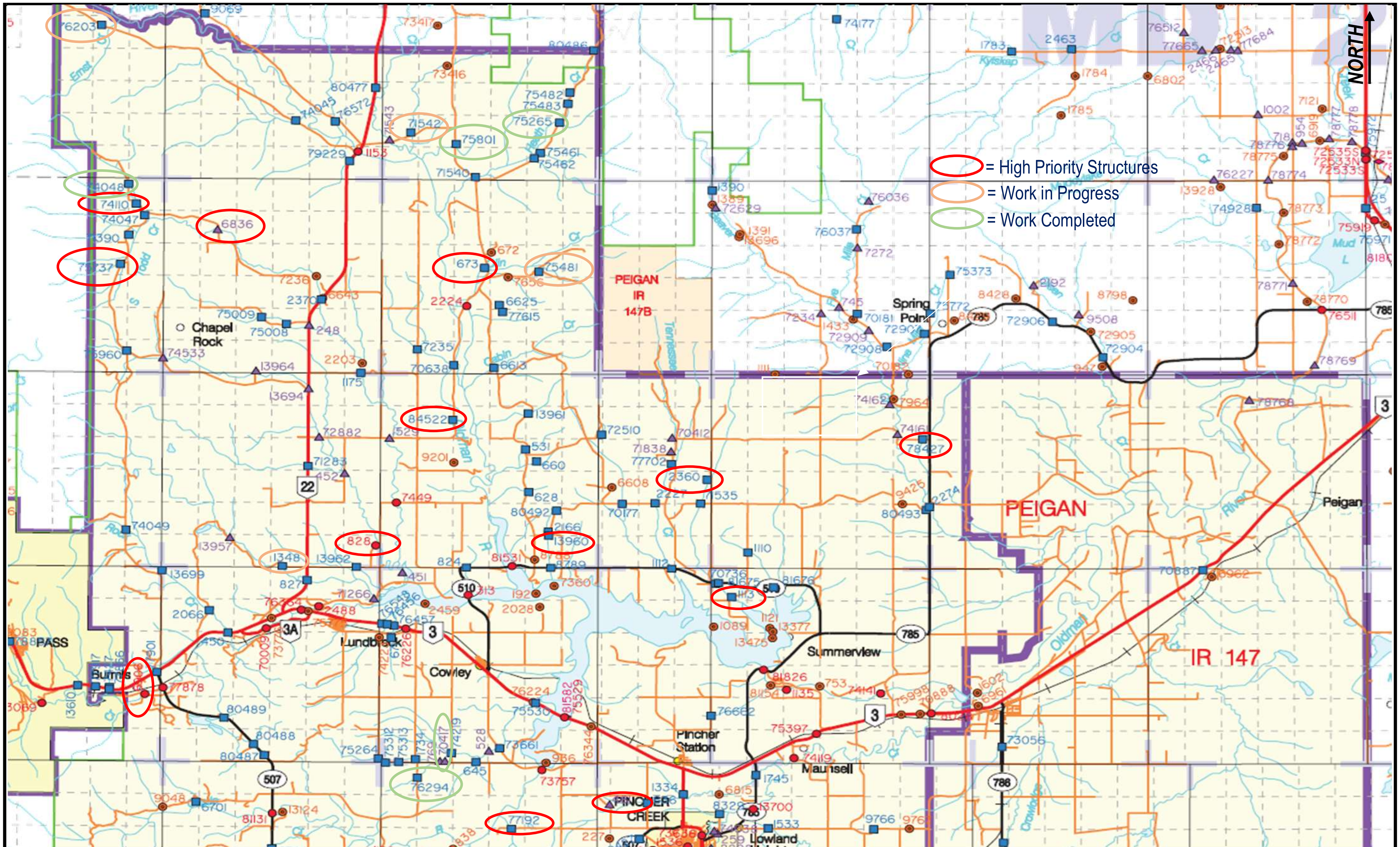
M.D. of PINCHER CREEK

Municipal District of Pincher Creek No. 9
1037 Herron Avenue
Pincher Creek, AB T0K 1W0

TITLE:	BRIDGE FILE LOCATION MAP #1 (SOUTH)
PROJECT DESCRIPTION:	2025 BIM Asset Management & Planning
HIGH PRIORITY BRIDGE FILES:	73608, 468, 7743, 75377, 1077, 2187, 471, 1528, 8686, 760
	70175, 1410, 7982, 73602, 74425, 74259, 8685, 6765, 77192
	74906, 6559, 2070, 76636, 2187, 74175, 2419, 1839, 70423



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Municipal District of Pincher Creek No. 9
1037 Herron Avenue
Pincher Creek, AB T0K 1W0

TITLE:	BRIDGE FILE LOCATION MAP #2 (NORTH)
PROJECT DESCRIPTION:	2025 BIM Asset Management & Planning
HIGH PRIORITY BRIDGE FILES:	75737, 76294, 1113, 74048, 75265, 75801, 75481, 76203,
	71542, 13960, 673, 74110, 1348, 77192, 78427, 6906, 828
	2360, 84522, 481,

Appendix B

Inventory Statistics

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - BRIDGE INVENTORY STATISTICS

The following Tables Provide Additional information Regarding the MD of Pincher Creek's Bridge Structure Inventory & Includes:

Table No. 1 - BRIDGE STRUCTURE INVENTORY QUANTITIES
Table No. 2 - BRIDGE STRUCTURE INVENTORY AGE
Table No. 3 - BRIDGE STRUCTURE INVENTORY USAGE
Table No. 4 - BRIDGE STRUCTURE INVENTORY ROADWAY CLASSIFICATION / SERVICE LEVEL
Table No. 5 - BRIDGE STRUCTURE INVENTORY CONDITION
Table No. 6 - BRIDGE STRUCTURE INVENTORY ESTIMATED REPLACEMENT YEAR
Table No. 7 - BRIDGE STRUCTURE INVENTORY WITH MAINTENANCE REQUIREMENTS

ROSEKE ENGINEERING

Table No. 1 - BRIDGE STRUCTURE INVENTORY QUANTITIES

Total Number of Structures in Service and Managed by the Municipal District of Pincher Creek No. 9:		**164**
Total Number of Bridge Sized Culverts:		**111**
CSP / Rolled Culvert Alternatives:	*54*	
Structural Plate Configurations:	*54*	
Rigid Structures (Concrete Box, Steel, Etc):	*3*	
Total Number Standard Bridges:		**37**
Type PG Girder Bridges	*14*	
Type HC Girder Bridges	*11*	
Treated Timber Bridges	*3*	
S-Series Girder Bridges (SM,SL,SC, etc)	*9*	
Major Bridges		**16**
Truss Bridges (TH, PT)	*12*	
Other Types	*4*	

Table No. 2 - BRIDGE STRUCTURE INVENTORY AGE

Avg. Year of Construction (Age) for All Structures in Service in the Municipal District of Pincher Creek:

Year of Construction (Age) of all Bridge Sized Culverts:	*2022 Avg.*	*1973*	*2025 Avg.*	*1977*	*(48 Years)*
CSP / Rolled Culvert Alternatives:		*1984*		*1989*	*(36 Years)*
Structural Plate Configurations:		*1967*		*1969*	*(56 Years)*
Rigid Structures (Concrete Box, Steel, Etc)		*1960*		*1960*	*(65 Years)*
Year of Construction (Age) of all Standard Bridges:	*2022 Avg.*	*1970*	*2025 Avg.*	*1971*	*(63 Years)*
Type PG Girder Bridges		*1957*		*1957*	*(68 Years)*
Type HC Girder Bridges		*1965*		*1965*	*(60 Years)*
Treated Timber Bridges		*1965*		*1965*	*(60 Years)*
S-Series Girder Bridges (SM,SL,SC, etc)		*1998*		*2002*	*(27 Years)*
Year of Construction (Age) of all Major Bridges	*2022 Avg.*	*1940*	*2025 Avg.*	*1940*	*(85 Years)*
Truss Bridges (TH, PT)		*1926*		*1926*	*(99 Years)*
Other Types		*1983*		*1983*	*(42 Years)*

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - BRIDGE INVENTORY STATISTICS

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ROSEKE ENGINEERING

Table No. 3 - BRIDGE STRUCTURE INVENTORY USAGE

Useage Type for All Structures in Service in the Municipal District of Pincher Creek:		164
Structures Located on Tributaries		**64**
Bridge Sized Culverts	*61*	
Standard Bridges	*3*	
Major Bridges	*0*	
Structure Located on Creeks		**84**
Bridge Sized Culverts	*41*	
Standard Bridges	*35*	
Major Bridges	*8*	
Structures Located on Rivers		**11**
Bridge Sized Culverts	*3*	
Standard Bridges	*0*	
Major Bridges	*8*	
Structures used as Livestock/Over Passes		**5**
Bridge Sized Culverts	*5*	
Standard Bridges	*0*	
Major Bridges	*0*	

Table No. 4 - BRIDGE STRUCTURE INVENTORY ROADWAY CLASSIFICATION / SERVICE LEVEL

Roadway Classification for All Structures in Service in the Municipal District of Pincher Creek:		164
Structures with an RLU-206G-060 Roadway Classification		**3**
Bridge Sized Culverts	*1*	
Standard Bridges	*2*	
Major Bridges	*0*	
Structures with an RLU-207G-060 Roadway Classification		**54**
Bridge Sized Culverts	*36*	
Standard Bridges	*13*	
Major Bridges	*5*	
Structures with an RLU-208G-060 Roadway Classification		**6**
Bridge Sized Culverts	*4*	
Standard Bridges	*1*	
Major Bridges	*1*	
Structures with an RLU-208G-090 Roadway Classification		**79**
Bridge Sized Culverts	*58*	
Standard Bridges	*20*	
Major Bridges	*1*	
Structures with an RLU-208-100 Roadway Classification		**6**
Bridge Sized Culverts	*5*	
Standard Bridges	*0*	
Major Bridges	*1*	
Structures with an RLU-209G-090 Roadway Classification		**16**
Bridge Sized Culverts	*6*	
Standard Bridges	*2*	
Major Bridges	*8*	

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - BRIDGE INVENTORY STATISTICS

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Table No. 7 - BRIDGE STRUCTURE INVENTORY WITH MAINTENANCE REQUIREMENTS

ROSEKE ENGINEERING

Table No. 5 - BRIDGE STRUCTURE INVENTORY CONDITION

Structural Condition Rating for All Structures in Service in the Municipal District of Pincher Creek:		**164**
Structures with a Structural Condition Rating Less than 30%		**1**
Bridge Sized Culverts	*0*	
Standard Bridges	*1*	
Major Bridges	*0*	
Structures with a Structural Condition Rating between 30% and 40%		**19**
Bridge Sized Culverts	*11*	
Standard Bridges	*6*	
Major Bridges	*2*	
Structures with a Structural Condition Rating between 40% and 50%		**27**
Bridge Sized Culverts	*11*	
Standard Bridges	*12*	
Major Bridges	*4*	
Structures with a Structural Condition Rating between 50% and 60%		**25**
Bridge Sized Culverts	*12*	
Standard Bridges	*7*	
Major Bridges	*6*	
Structures with a Structural Condtion Rating between 60% and 70%		**25**
Bridge Sized Culverts	*21*	
Standard Bridges	*4*	
Major Bridges	*0*	
Structures with a Structural Condtion Rating greater than 70%		**67**
Bridge Sized Culverts	*56*	
Standard Bridges	*9*	
Major Bridges	*2*	

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - BRIDGE INVENTORY STATISTICS

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Table No. 7 - BRIDGE STRUCTURE INVENTORY WITH MAINTENANCE REQUIREMENTS

ROSEKE ENGINEERING

Table No. 6 - BRIDGE STRUCTURE INVENTORY ESTIMATED REPLACEMENT YEAR

Estimated Replacement Year for All Structures in Service in the Municipal District of Pincher Creek:		**164**
Structures with an Estimated Replacement Year Occurring prior to 2028		**9**
Bridge Sized Culverts	*0*	
Standard Bridges	*8*	
Major Bridges	*1*	
Structures with an Estimated Replacment Year Occurring Between 2028 and 2033		**37**
Bridge Sized Culverts	*24*	
Standard Bridges	*11*	
Major Bridges	*2*	
Structures with an Estimated Replacement Year Occurring Between 2033 and 2038		**58**
Bridge Sized Culverts	*42*	
Standard Bridges	*10*	
Major Bridges	*6*	
Structures with an Estimated Replacement Year Occurring Between 2038 and 2043		**26**
Bridge Sized Culverts	*16*	
Standard Bridges	*7*	
Major Bridges	*3*	
Structures with an Estimated Replacement Year Occurring Between 2043 and 2048		**6**
Bridge Sized Culverts	*6*	
Standard Bridges	*0*	
Major Bridges	*0*	
Structures with an Estimated Replacement Year Occurring Beyond 2048		**28**
Bridge Sized Culverts	*23*	
Standard Bridges	*3*	
Major Bridges	*2*	

Table No. 7 - BRIDGE STRUCTURE INVENTORY WITH MAINTENANCE REQUIREMENTS

All Structures in Service that Require Maintenance in the Municipal District of Pincher Creek:		**164**
Maintenance Required		**54**
Bridge Sized Culverts	*17*	
Standard Bridges	*24*	
Major Bridges	*13*	
Maintenance Not Required		**101**
Bridge Sized Culverts	*85*	
Standard Bridges	*15*	
Major Bridges	*1*	
Additional Monitoring Required		**9**
Bridge Sized Culverts	*9*	
Standard Bridges	*0*	
Major Bridges	*0*	

Appendix C

Inventory Summary

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - ALL BRIDGE STRUCTURE INVENTORY (2025)

15-Dec-25

Structures Listed in Order Based on: 1. Structural Condition Rating, 2. Sufficiency Rating, 3. Estimated Replacement Year, 4. Maintenance Needs

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structure Type	Span Type	Single Axle Loading	Semi Loading	Train Loading	Equiv. Diameter / Clear Width	Structure Length	Approach Rd General Rating	U/S End General Rating	Barrel General Rating	D/S End General Rating	Superstructure General Rating	Substructure General Rating	Structure Usage / Channel General Rating	Structural Condition Rating	Sufficiency Rating	Maintenance Required?	BIM ERY	Roadway Width (m)	Skew (degrees) + = RHF - = LHF	Cover / Height (m)	Detour Length (km)	Est. AADT	AADT Est. Year
01113-01	1971	SE 31-07-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2441 mm	48.5 m	4	5	5	5			5	33.3%	41.3%	N	2033	7.7	0	7.5	2	20	2023
73608-01	1921	NE 34-03-28 W4M	Waterton River	Hill Spring	RLU-207G-060	Major Bridge	TT/TH/TT	25	46	59	4.9 m	8.5m-61m-8.5m	5				4	5	7	33.3%	43.1%	Y	2030	7.0	0	2.4	16	87	2022
00673-01	1958	SE 21-09-01 W5M	Olin Creek	Cowley	RLU-208G-090	Bridge Culvert	SPE				2140 mm	54.3 m	4	7	5	6			6	33.3%	45.8%	M	2028	9.3	0	7.1	41	159	2023
02360-01	1955	NW 18-08-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				1526 mm	60.5 m	4	6	5	6			6	33.3%	46.4%	N	2030	7.0	0	8.0	3	61	2025
75801-01	1953	SW 09-10-01 W5M	Trib. To Oldman River	Cowley	RLU-208G-090	Bridge Culvert	MPE				1528 mm	25.0 m	6	6	5	4			5	33.3%	49.8%	N	2034	8.0	0	2.4	1	132	2021
75481-01	1961	SW 23-09-01 W5M	Trib. To Olin Creek	Cowley	RLU-208G-090	Bridge Culvert	MP				1525 mm	23.8 m	6	7	5	5			7	33.3%	51.1%	M	2030	6.0	30	2.0	999	16	2025
07080-01	1974	SW 17-03-29 W4M	Dungarvan Creek	Twin Butte	RLU-208G-090	Bridge Culvert	SPE				4275 mm	37.2	5	6	5	5			4	33.3%	54.1%	M	2030	8.0	-30	1.0	7	15	2025
76203-01	1965	NW 26-10-3 W5M	Ernst Creek	Maycroft	RLU-208G-090	Bridge Culvert	RPP				2490 mm/1750 mm	20.1 m	6	7	5	6			5	33.3%	54.2%	M	2037	9.4	-30	1.2	50	164	2022
74906-01	1962	SW 06-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	30	52	75	6.4 m	8.5 m	6				5	5	4	33.3%	55.8%	Y	2026	6.6	15	1.5	2	32	2025
71542-01	1967	SE 07-10-01 W5M	Indian Creek	Maycroft	RLU-207G-060	Bridge Culvert	SPE				2135 mm	31.7 m	5	6	5	6			7	33.3%	56.5%	M	2035	7.6	-30	3.4	28	36	2025
13960-01	1961	SE 11-08-01 W5M	Trib. To Oldman River	Cowley	RLU-207G-060	Bridge Culvert	SPE				1525 mm	49.4 m	5	7	5	7			7	33.3%	58.1%	M	2031	7.3	0	8.6	6	70	2021
84522-01	2003	NW 28-08-01 W5M	Unnamed Watercourse	Cowley	RLU-209G-090	Bridge Culvert	MP				1800 mm	28.0 m	5	7	5	7			5	33.3%	60.2%	M	2046	9.3	-30	1.4	26	38	2024
70175-01	1957	NW 22-03-30 W4M	Yarrow Creek	Twin Butte	RLU-209G-090	Major Bridge	TH/TT	16	21	27	4.3 m	38.1 m - 6.1 m	6				5	2	3	38.9%	31.5%	Y	2025	7.0	0	3.8	13	60	2022
08685-01	1953	SW 05-05-29 W4M	Foothill Creek	Twin Butte	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	8				4	3	5	38.9%	53.4%	Y	2024	6.8	0	2.7	6	76	2023
71266-01	1953	SE 36-07-02 W5M	Connelly Creek	Lundbreck	RLU-206G-060	Standard Bridge	PG	28	49	62	6.1 m	6.1 m	5				4	3	5	38.9%	54.1%	Y	2030	5.6	0	3.0	12	86	2025
00488-01	1958	SW 26-05-28 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 8.5m	6				4	3	6	38.9%	55.5%	Y	2031	7.4	0	2.9	11	84	2024
01077-01	1963	NW 12-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	3 x 6.1 m	7				3	4	7	38.9%	60.1%	Y	2032	7.3	0	4.0	8	38	2021
02070-01	1965	NW 10-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	6.1m-8.5m-6.1m	7				4	3	6	38.9%	60.7%	Y	2036	7.4	0	4.8	7	30	2023
02069-01	1962	NW 08-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-207G-060	Standard Bridge	HC	30	52	75	7.3 m	8.5 m	6				4	3	6	38.9%	66.6%	Y	2026	6.4	15	2.0	6	13	2023
76636-01	1962	SE 17-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	Bridge Culvert	RPP				1842 mm	15.2 m	3	6	4	6			7	44.4%	42.2%	N	2037	6	0	0.9	999	43	2022
01348-01	1969	SW 03-08-02 W5M	Connelly Creek	Lundbreck	RLU-208G-090	Bridge Culvert	SP				3000 mm	48.8 m	4	6	4	6			7	44.4%	48.1%	N	2030	7.0	30	5.2	999	27	2024
74048-01	1962	NW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	Bridge Culvert	FP				2950 mm	15.8 m	6	7	4	5			5	44.4%	49.2%	N	2029	6.0	-15	0.6	999	20	2019
02187-01	1968	NW 27-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	Standard Bridge	TT	28	49	67	6.1 m	6.1 m	3				5	3	5	44.4%	50.5%	Y	2026	4.0	0	3.0	3	10	2024
74110-01	1957	SW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	Bridge Culvert	RPP				1840 mm	17.1 m	7	6	4	6			5	44.4%	55.5%	N	2035	7.3	0	0.5	999	12	2022
09213-01	1952	SW 13-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	7.3 m	8.5 m	4				5	3	6	44.4%	55.6%	Y	2036	5.6	0	2.4	6	6	2025
01528-01	1953	NW 25-05-01 W5M	Pincher Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	6				5	3	5	44.4%	56.2%	Y	2035	7.2	-45	3.6	5	54	2025
00471-01	1960	SW 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-209G-090	Bridge Culvert	SP				1830 mm	36.0 m	5	6	4	5			6	44.4%	56.4%	N	2033	8.9	-30	3.4	6	46	2024
73602-01	1972	SE 31-05-01 W5M	Trib. To Gladstone Creek	Pincher Creek	RLU-208G-060	Bridge Culvert	SPE				1823 mm	72.5 m	5	6	4	4			6	44.4%	56.4%	Y	2034	5.0	0	10.1	999	18	2021
74175-01	1958	SW 35-05-30 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	6.1 m	7				4	4	7	44.4%	57.5%	Y	2030	8.2	0	2.1	3	54	2025
77192-01	1970	SE 27-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	32.9 m	5	4	4	7			7	44.4%	58.1%	N	2028	6.5	30	5.5	999	17	2023
08686-01	1959	NW 16-5-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-90	Standard Bridge	PG	28	49	62	6.4 m	6.1m-6.1m-6.1m	6				5	3	6	44.4%	58.5%	Y	2024	7.4	0	1.4	9	40	2023
74425-01	1955	NW 23-05-02 W5M	Trib. To Gladstone Creek	Beaver Mines	RLU-209G-090	Bridge Culvert	SPE				1502 mm	43.3 m	5	7	4	5			6	44.4%	59.5%	N	2030	9	0	5.2	72	90	2020
06836-01	1953	SE 29-09-02-W5M	Todd Creek	Lundbreck	RLU-208G-090	Standard Bridge	PG	28	49	62	7.0 m	8.5 m	6				5	3	6	44.4%	60.1%	Y	2031	7.0	0		10	26	2023
01410-01	1958	SW 14-05-28 W4M	Trib. To Waterton River	Brocket	RLU-208G-090	Bridge Culvert	MPE				1502 mm	40.7 m	6	5	4	6			6	44.4%	60.3%	N	2029	8.4	40	0.9	3	16	2023
00760-01	1959	SE 03-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-207G-060	Standard Bridge	PG	28	49	62	6.4 m	2 x 6.1 m	7				4	4	6	44.4%	60.4%	N	2034	7.0	0	2.2	7	18	2025
07982-01	1982	SW 20-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	Bridge Culvert	SP				2280 mm	40.2	5	6	4	4			8	44.4%	60.4%	Y	2035	6.8	0	5.6	5	36	2025
78427-01	1980	SE 25-08-29 W4M	Trib. To Beaver Creek	Brocket	RLU-208G-090	Bridge Culvert	MP				1600 mm	44.0 m	7	7	4	5			7	44.4%	61.9%	N	2035	8.0	-30	3.5	6	25	2019
02419-01	1965	NE 34-04-29 W4M	Foothill Creek	Pincher Creek	RLU-208G	Standard Bridge	HC	28	49	65	7.3	6.1 m	6				5	3	6	44.4%	62.9%	Y	2036	7.3	0	2.1	8	40	2024
01839-01	1964	SW 02-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	30	52	75	7.3 m	3 x 8.5m	5				4	4	6	44.4%	64.7%	N	2030	8.3	0	1.4	8	37	2020
00479-01	1926	NE 12-04-29 W4M	Drywood Creek	Twin Butte	RLU-207G-060	Major Bridge	SL/TH/TT	16	19	26	4.9 m	10m-53.3m-8.5m	4				5	4	3	50.0%	30.6%	Y	2042	6.0	0	2.1	3	36	2022
13957-01	1966	NE 05-08-02 W5M	Connelly Creek	Lundbreck	RLU-208G-060	Standard Bridge	TT	28	49	67	6.1 m	6.1 m	3				5	4	5	50.0%	44.4%	Y	2031	6.0	0	1.9	999	18	2021
74141-01	1923	SE 14-07-20 W4M	Oldman River	Brocket	RLU-209G-090	Major Bridge	TH/PG	28	40	46	4.8 m	2x53.3m / 4x6.1m	5				5	4	6	50.0%	44.5%	Y	2035	10	0	5.5	10	193	2022
70423-01	1933	SW 02-06-01 W5M	Pincher Creek	Pincher Creek	RLU-208G-090	Major Bridge	PT/TT	26	43	50	5.4 m	30.5 m - 6.1 m	5				4	5	6	50.0%	52.3%	Y	2033	7.6	0	2.7	6	39	2022
00481-01	1967	SW 28-06-30 W4M	Trib. To Pincher Creek	Pincher Creek	RLU-207G-060	Standard Bridge	PG	28	49	62	6.4 m	6.1 m	7				5	4	5	50.0%	59.7%	Y	2036	5.9	0	2.4	3	36	2017
00828-01	1950	NE 01-08-02 W5M	Cow Creek	Lundbreck	RLU-207G-060	Major Bridge	TT	29	51	73	6.1 m	6.1 m	5				5	4	4	50.0%	60.7%	Y	2030	4.6	0	1.9	999	1	2022
00784-01	1955	SE 28-05-28 W4M	Foothill Creek	Pincher Creek	RLU-207G-060	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	7				6	3	6	50.0%	63.0%	Y	2032	5.8	0	3.8	5	56	2022
01169-01	1921	SE 24-06-02 W5M	Castle River	Pincher Creek	RLU-209G-090	Major Bridge	TH	20	35	47	4.9 m	41.1 m	4				4	6	5	55.6%	37.4%	Y	2038	8.0	0	3.7	6	52	2022
06906-01	1913	SE 13-07-03 W5M	Crowsnest River	Burmis	RLU-207G-060	Major Bridge	PT	19	35	47	4.3 m	24.4 m	5				4	6	4	55.6%	39.3%	Y	2035	7.0	0	3.3	999	135	2022
02224-01	1917	SW 16-09-01 W4M	Oldman River	Cowley	RLU-209G-090	Major Bridge	TH/SG	30	41	44	4.3 m	61 m - 21.3 m	6				5	5	6	55.6%	47.9%	Y	2037	7.0	0	7.7	3	71	2022
74259-01	1954	SE 01-06-30 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	SP				1830 mm	23.2 m	4	4	5	5			4	55.6%	48.7%	M	2034	4.0	0	2.5	999	4	2024
74119-01	1964	SW 02-05-29 W4M	Pincher Creek	Pincher Creek	RLU-206G-060	Major Bridge	PT	24	34	42	4.9 m	30.5 m	5				5	5	4	55.6%	49.9%	Y	2035	5.7	0	2.0	16	39	2022
78753-01	1956	SW 08-06-02 W5M	Trib. To Screwdriver Creek	Beaver Mines	RLU-208G-060	Bridge Culvert	RPP				1843 mm	17.7 m	4	6	5	5			5	55.6%	50.5%	N	2039	6.0	0	0.4	999	10	2024
07449-01	1929	SW 18-08-01 W5M	Todd Creek	Cowley	RLU-207G-060	Major Bridge	PT	18	33	48	4.9 m	18.3 m	5				4	6	5	55.6%	51.0%	Y	2035	5.0	0	2.5	999	1	2022
02053-01	1956	SW 27-04-30 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				1830 mm	31.1 m	4	6	5	5			5	55.6%	55.3%	N	2032	8.2	0	4.8	15	15	2020
07743-01	1908	SW 23-05-02 W5M	Gladstone Creek	Pincher Creek	RLU-209G-090	Major Bridge	PA/PT/PA	28	49	62	7.3 m	8.5m-18.3m-8.5m	5				4	6	6	55.6%	56.3%	N	2039	9.6	0	5.1	999	121	2023
06701-01	1954	NE 30-06-02 W5M	Trib. To Castle River	Burmis	RLU-207G-060	Bridge Culvert	SPE				1829 mm	30.5 m	4	7	5	5			7	55.6%	57.2%	Y	2035	7.5	0	3.2	32	32	2025
08860-01	1952	NW 11-06-02 W5M	Beaver Mines Creek	Beaver Mines	RLU-207G-060	Standard Bridge	PG	28	49	62	7.2 m	3 x 6.1 m	4				5	5	7	55.6%	57.8%	N	2040	6.3	0	3	999	12	2025
73757-01	1981	NE 35-06-01 W5M	Castle River	Pincher Creek	RLU-208G-060	Major Bridge	FM	28	49	62	7.5 m	27m-33.5m-27m	5				4	6	4	55.6%	58.6%	Y	2036	8.0	0		8	258	2022
75483-01	1964	SW 13-10-01 W5M	Heath Creek	Lundbreck	RLU-208G-090	Bridge Culvert	RPP				1842 mm	14.9 m	5	5	5	4			5	55.6%	59.0%	Y	2030	6.3	0	0.5	999	30	2025
00645-01	1966	SE 04-07-01 W5M	Trib. To Castle River	Cowley	RLU-208G-090	Bridge Culvert	MP/MP				1525mm/915mm	31.1m / 35.4m	6	7 / 3	7 / 5	7 / 5			7	55.6%	61.3%	Y	2035	9.0	-20	2.0	11	296	2021
75960-01	1964	NW 01-09-03 W5M	Cow Creek	Lundbreck	RLU-208G-090	Bridge Culvert	FP				1475 mm	15.2 m	5	6	5	4			5	55.6%	62.9%	Y	2028	7.8	0	0.8	20	72	2023
74038-1	1980	NW 24-06-30 W4M	Foothill Creek	Pincher Creek	RLUE-207G-060	Standard Bridge	SM	28	49	62	7.6 m	1 x 10 m	5				7	3	6	55.6%	64.1%	Y	2026	6.9	0	2.2	999	90	2022
01533-01	1959	SW 30-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208-100	Bridge Culvert	BPR				5675 mm	33.2 m	7	6	5	4			7	55.6%	64.3%	Y	2032	9.5	0	1.5	10	74	2017
75067-01	1962	SW 07-06-28 W4M	Crowlodge Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	FP				1474 mm	18.9 m	7	5	5	5			8	55.6%	65.6%	N	2030	7.0	-35	0.6	3	15	2025
71390-01	1964	SW 25-09-03 W5M	Trib. To S. Todd Creek	Maycroft	RLU-207G-060	Bridge Culvert	FP				1475 mm	20.1 m	5	7	5	6			5	55.6%	66.5%	N	2035	7.8	30	1.3	18	22	2022
75266-01	1959	NW 16-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	6				6	4	6	55.6%	67.0%	Y	2034	6.1	0	2.9	3	19	2023

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - ALL BRIDGE STRUCTURE INVENTORY (2025)

15-Dec-25

Structures Listed in Order Based on: 1. Structural Condition Rating, 2. Sufficiency Rating, 3. Estimated Replacement Year, 4. Maintenance Needs

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structure Type	Span Type	Single Axle Loading	Semi Loading	Train Loading	Equiv. Diameter / Clear Width	Structure Length	Approach Rd General Rating	U/S End General Rating	Barrel General Rating	D/S End General Rating	Superstructure General Rating	Substructure General Rating	Structure Usage / Channel General Rating	Structural Condition Rating	Sufficiency Rating	Maintenance Required?	BIM ERY	Roadway Width (m)	Skew (degrees) + = RHF - = LHF	Cover / Height (m)	Detour Length (km)	Est. AADT	AADT Est. Year
00448-01	1958	SE 17-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				3008 mm	26.2 m	6	7	5	7			6	55.6%	67.9%	N	2040	9.4	0	1.4	8	36	2023
76572-01	1954	NE 11-10-02 W5M	Trib. To Oldman River	Lundbreck	RLU-207G-060	Bridge Culvert	SP				1800 mm	20.7 m	5	6	5	4			7	55.6%	68.1%	Y	2030	7.3	10	1.8	1	22	2022
09389-01	1971	SE 04-03-29 W4M	Cottonwood Creek	Twin Butte	RLU-207G-060	Standard Bridge	HC	30	52	75	7.3 m	8.5 m	6				5	5	6	55.6%	68.6%	Y	2036	7.0	0	2.2	999	17	2025
71838-01	1971	NE 23-08-30 W4M	Tennessee Creek	Pincher Creek	RLU-207G-060	Standard Bridge	HC	28	49	65	7.3 m	6.1 m	7				5	5	6	55.6%	68.8%	Y	2037	7.5	0	3.0	5	23	2022
09388-01	1963	SE 05-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	3 x 6.1 m	5				6	5	6	61.1%	68.9%	N	2040	8.0	30	2.2	7	68	2025
02066-01	1953	NW 29-07-02 W5M	Rock Creek	Lundbreck	RLU-207G-060	Bridge Culvert	BP				2237 mm	21.9 m	4	4	6	4			6	66.7%	56.0%	Y	2035	6.3	-15	2.2	999	13	2021
75313-01	1960	SW 06-07-01 W5M	Trib. To Castle River	Cowley	RLU-207G-060	Bridge Culvert	SPE				1831 mm	29.3 m	4	6	6	6			5	66.7%	57.8%	N	2037	7.0	30	2.8	8	40	2022
75462-01	1961	NW 02-10-01 W5M	Webber Creek	Cowley	RLU-207G-060	Bridge Culvert	MP				1500 mm	18.3 m	4	6	6	6			6	66.7%	58.9%	N	2034	7.5	0	1.3	999	18	2024
77702-01	1960	SE 23-08-30 W4M	Tennessee Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				2135 mm	25.0 m	4	7	6	7			6	66.7%	60.5%	N	2029	7.0	40	2.6	6	30	2019
75008-01	1960	SW 10-09-02 W5M	Wildcat Creek	Lundbreck	RLU-207G-060	Bridge Culvert	SPE				1800 mm	19.5 m	4	7	6	7			5	66.7%	60.8%	N	2030	5.7	0	0.6	999	14	2021
76662-01	1967	NW 07-07-29 W4M	Nose Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	21.3 m	4	7	6	5			6	66.7%	61.8%	N	2034	7.2	0	2.2	4	29	2024
71282-01	1963	SE 17-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				2128 mm	25.6 m	5	7	6	5			6	66.7%	62.3%	N	2040	6.8	0	2.8	999	16	2025
13964-01	1963	SE 04-09-02 W5M	Cow Creek	Lundbreck	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	6.1 m	4				7	5	7	66.7%	62.5%	N	2031	6.0	0	2.3	999	10	2025
75264-01	1953	SW 06-07-01 W5M	Trib. To Castle River	Lundbreck	RLU-207G-060	Bridge Culvert	SPE				1830 mm	25.6 m	4	6	6	6			7	66.7%	62.5%	N	2034	7.0	0	2.2	10	17	2024
70177-01	1949	SW 15-08-30 W4M	Trib. To Tennessee Creek	Pincher Creek	RLU-209G-090	Bridge Culvert	SP / MP				1830mm/1200mm	25m / 16.6 m	4	7 / 6	6 / 8	6 / 6			7	66.7%	62.5%	N	2040	7.0	0	1.6	7	28	2025
70920-01	1953	SW 29-04-29 W4M	Trib. To Foothill Creek	Twin Butte	RLU-207G-060	Bridge Culvert	SP				1500 mm	12.6 m	4	5	6	5			6	66.7%	63.1%	N	2029	5.0	0	0.1	11	16	2019
02497-01	1983	NE 28-04-28 W4M	Trib. To Waterton River	Hill Spring	RLU-208G-090	Bridge Culvert	SP				2750 mm	39.6 m	4	7	6	5			7	66.7%	65.6%	N	2038	8.0	0	2.5	5	17	2019
75482-01	1953	SW 13-10-01 W5M	Heath Creek	Lundbreck	RLU-207G-060	Bridge Culvert	RPP				1690 mm	13.4 m	5	7	6	4			4	66.7%	66.2%	Y	2034	5.5	0	0.5	999	17	2024
70176-01	1971	SE 16-04-30 W4M	South Drywood Creek	Twin Butte	RLU-208G-090	Standard Bridge	HC	35	57	82	7.3 m	3 x 11.6 m	4				5	7	7	66.7%	66.8%	N	2036	8.9	0	1.0	15	54	2025
00253-01	1973	NE 15-06-30 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				4305 mm	34.1 m	5	4	6	7			6	66.7%	66.9%	Y	2033	8.5	0	1.6	2	43	2022
71109-01	1974	SW 01-05-30 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	27.7	5	6	6	6			7	66.7%	68.2%	N	2039	8.0	0	1.0	4	60	2021
75376-01	1977	NW 23-05-02 W5M	Trib. To Gladstone Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	21.8 m	6	6	6	6			7	66.7%	68.9%	N	2034	7.0	0	1.5	999	34	2020
75736-01	1963	SW 02-06-28 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	RPP				1842 mm	17.7 m	6	6	6	6			7	66.7%	68.9%	N	2040	6.3	0	1.4	3	34	2025
74258-01	1954	NW 17-05-29 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	SP				1830 mm	14.6 m	5	5	6	5			6	66.7%	69.1%	N	2033	7.0	0	0.8	8	36	2023
70736-01	1956	NW 31-07-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	36.1 m	5	6	6	4			7	66.7%	69.6%	Y	2033	8.3	0	3.0	3	48	2023
01838-01	1955	SW 28-04-28 W4M	Trib. To Waterton River	Hill Spring	RLU-208G-090	Bridge Culvert	SPE				2478 mm	36.2 m	9	7	6	5			5	66.7%	70.5%	N	2033	8.0	0		3	32	2024
70750-01	1975	SW 12-05-30 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	25 m	6	5	6	7			6	66.7%	70.6%	N	2034	8.0	0	1.5	7	75	2024
00868-01	1979	SW 25-05-01 W5M	Pincher Creek	Pincher Creek	RLU-209G-090	Standard Bridge	VS	28	49	62	8.8 m	9.1m-10.7m-9.1m	5				5	7	7	66.7%	72.5%	Y	2040	8.5	0	1.8	5	36	2025
06765-01	1990	NW 03-06-02 W5M	Beaver Mines Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	RPE				3676 mm	29.3 m	5	7	6	4			6	66.7%	72.8%	Y	2038	8.0	-20	1.4	7	72	2025
74044-02	1965	SE 12-05-30 W4M	Indianfarm Creek	Pincher Creek	RLU-206G-060	Standard Bridge	PG	28	49	62	5.8 m	8.53 m	5				6	7	6	72.2%	69.7%	N	2040	5.0	20	1.3	6	4	2022
74161-02	2009	SW 25-08-29 W4M	Beaver Creek	Brocket	RLU-207G-060	Standard Bridge	SC	28	49	62	6.5 m	12.0 m	5				9	4	6	72.2%	71.3%	N	2030	5.7	0	2.6	11	20	2024
75461-01	1961	NW 02-10-01 W5M	Jim Creek	Cowley	RLU-207G-060	Bridge Culvert	SPE				2036 mm	23.8 m	4	6	7	6			6	77.8%	63.9%	N	2034	8.0	0	1.5	999	18	2024
71535-01	1960	SE 13-08-30 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				1831 mm	25.0 m	4	6	7	5			5	77.8%	64.5%	N	2033	6.5	0	2.2	7	101	2023
01135-01	1986	SW 16-07-29 W4M	Oldman River	Pincher Creek	RLU-208-100	Major Bridge	DBT/NU	MS300 DL			10.0 m	42m-42m-36.75m	6				6 / 8	8	6	77.8%	68.4%	Y	2055	10.7	0	6.0	3	69	2022
74199-01	1955	NW 06-06-27 W4M	Trib. To Scotts Coulee	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				2140 mm	19.5 m	4	7	7	7			7	77.8%	69.4%	N	2038	6.9	0	1.4	6	25	2023
06504-01	2005	SW 24-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				1800 mm	14.0 m	6	6	7	4			6	77.8%	71.2%	N	2035	8.3	0	0.4	3	24	2025
00732-02	1999	SE 35-05-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2000 mm	25.0 m	4	8	7	7			5	77.8%	71.4%	N	2053	8.0	-35	1.0	6	100	2024
75101-01	1959	NW 22-05-01 W5M	Trib. To Chipman Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	15.2 m	5	6	7	4			6	77.8%	71.6%	Y	2034	6.7	0	4.0	999	36	2024
01116-01	1974	NW 36-04-30 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2743 mm	28.2 m	4	7	7	7			7	77.8%	72.5%	N	2029	8.2	0	1.1	5	18	2019
74201-01	1960	SE 13-06-02 W5M	Trib. To Mill Creek	Pincher Creek	RLU-208-100	Bridge Culvert	SPE				1525 mm	42.3 m	4	8	7	8			5	77.8%	72.6%	N	2037	9.3	0	5.3	15	50	2022
74045-01	1962	NE 10-10-02 W5M	Tetley Creek	Lundbreck	RLU-208-100	Bridge Culvert	SPE				2135 mm	32.0 m	6	6	7	6			5	77.8%	73.1%	N	2035	8.3	-30	2.4	50	187	2022
00451-01	1991	NE 31-07-01 W5M	Todd Creek	Lundbreck	RLU-208G-090	Standard Bridge	SC	28	49	62	8.8 m	3 x 11.0 m	5				7	7	6	77.8%	74.9%	N	2040	8.6	20		17	30	2021
00636-01	1961	NW 27-06-30 W4M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2140 mm	21.3 m	5	7	7	4			7	77.8%	75.8%	Y	2034	8.0	0	1.5	5	30	2024
07569-01	1959	SW 06-05-28 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	26.4 m	6	6	7	3			5	77.8%	75.9%	Y	2034	8	-20	1.8	13	17	2024
09766-01	2003	SE 27-06-29 W4M	Cattle Pass	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2100 mm	22.0 m	4	8	7	7			8	77.8%	76.3%	N	2035	8.5	0	1.5	6	231	2024
75312-01	1960	SE 06-07-01 W5M	Trib. To Castle River	Cowley	RLU-208G-090	Bridge Culvert	RPP				1840 mm	14.0 m	6	7	7	6			5	77.8%	76.5%	N	2034	7.0	0	0.6	8	18	2024
00476-01	1995	SE 15-06-30 W4M	Trib. To Kettles Creek	Pincher Creek	RLU-208G-060	Bridge Culvert	MP				1800 mm	24.0 m	5	4	7	7			7	77.8%	76.9%	N	2035	5.7	0	1.8	999	29	2021
13962-01	1953	SW 01-08-02 W5M	Trib. To Crowsnest River	Lundbreck	RLU-207G-060	Bridge Culvert	MP/SP/MP				1520 mm/1500mm	6m-13m-8m	5	9	7 / 7	4			6	77.8%	77.2%	Y	2037	6.0	0	0.9	6	15	2022
74533-01	1982	SW 06-09-02 W5M	Cow Creek	Lundbreck	RLU-207G-060	Standard Bridge	SM	28	49	62	7.6 m	6.0 m	5				8	6	6	77.8%	77.8%	N	2032	7.6	0	1.7	1	1	2020
02227-01	1993	SW 14-08-30 W4M	Tennessee Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SP				2430 mm	98.2 m	6	7	7	7			6	77.8%	78.1%	N	2040	8.0	16	10.5	15	28	2025
07568-01	1962	SW 11-05-28 W4M	Trib. To Waterton River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				1831 mm	32.9 m	7	7	7	7			7	77.8%	78.3%	N	2028	8.0	0	4.0	8	46	2021
06560-01	1990	SW 35-04-28 W4M	Trib. To Waterton River	Hill Spring	RLU-208G-090	Bridge Culvert	SP				2134 mm	66.5 m	5	8	7	7			6	77.8%	79.0%	N	2043	8.0	5	6.7	3	30	2019
71540-01	1993	SE 04-10-01 W5M	Heath Creek	Maycroft	RLU-208G-090	Bridge Culvert	SP				3440 mm	53.0 m	7	6	7	6			6	77.8%	79.3%	N	2045	8.8	0	5.4	32	20	2024
70638-01	1974	SW 04-09-01 W5M	Olin Creek	Cowley	RLU-208G-090	Bridge Culvert	SPE/MP				2140mm/1800mm	22.6 m / 25.0 m	7	8 / 7	7 / 8	8 / 8			5	77.8%	80.2%	N	2033	8.5	15	1.3	36	106	2022
75103-01	1959	NE 27-05-28 W4M	Trib. To Foothill Creek	Brocket	RLU-208G-090	Bridge Culvert	MP				1524 mm	20.7 m	8	8	7	6			7	77.8%	81.6%	N	2038	8.5	0	1.2	13	36	2023
73661-01	1989	SW 03-07-01 W5M	Trib. To Castle River	Cowley	RLU-208-100	Bridge Culvert	SP				3670 mm	28.7 m	5	8	7	8			7	77.8%	83.3%	N	2043	7.4	0	1.1	5	54	2024
02166-01	1986	SE 11-08-01 W5M	Cattle Pass	Lundbreck	RLU-208G-090	Bridge Culvert	MP				2400 mm	24.0 m	5	7	7	7			7	77.8%	85.0%	N	2039	8.5	0	0.6	12	16	2024
80492-01	1986	NE 11-08-01 W5M	Cattle Pass	Cowley	RLU-208G-090	Bridge Culvert	MP				2200 mm	24.2 m	6	8	7	8			7	77.8%	86.2%	N	2039	8.0	0	1.2	11	70	2024
02118-02	2004	SW 19-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	Bridge Culvert	MP				2400 mm	27.0 m	5	9	7	9			9	77.8%	86.8%	N	2050	7.0	15	1.0	12	24	2022
02064-02	2015	SW 14-04-29 W4M	Drywood Creek	Twin Butte	RLU-209G-090	Major Bridge	WG	L100 DL			7.2 m	31.0 m	4				8	8	7	88.9%	70.6%	Y	2065	7.2	0	4.0	10	17	2022
06559-01	1910	NW 36-04-30 W4M	Foothill Creek	Twin Butte	RLU-207G-060	Bridge Culvert	MP				0.6 m	14.0 m	4	8	8	8			7	88.9%	76.0%	N	2035	7	0	1.0	10	36	2017
01175-01	1990	SW 01-09-02 W5M	Todd Creek	Lundbreck	RLU-208G-090	Bridge Culvert	SP				4300 mm	46.9 m	4	8	8	8			7	88.9%	78.6%	N	2039	6.5	0	5.2	17	72	2023
74219-01	1994	SW 04-07-01 W5M	Trib. To Castle River	Cowley	RLU-208G-090	Bridge Culvert	MP/MP				2200mm/2200mm	21.0 m / 21.0 m	8	5 / 4	8 / 8	6 / 7			6	88.9%	82.5%	N	2032	6.3	0	0.9	8	11	2022
01734-01	1989	SW 05-07-01 W5M	Trib. To Castle River	Cowley	RLU-207G-060	Bridge Culvert	MP				2200 mm	40.0 m	6	8	8	7			6	88.9%	84.1%	N	2039	7	0	3.5	8	14	2024
74176-01	1987	SE 30-05-02 W5M	Beaver Mines Creek	Beaver Mines	RLU-208G-060	Bridge Culvert	MP				2200 mm	23.0 m	5	7	8	8			6	88.9%	84.9%	N	2035	7	0	0.7	999	18	2022
75737-02	2017	NE 23-09-03 W5M	South Todd Creek	Lundbreck	RCU-208G-090	Bridge Culvert	MP				2400 mm	28 m	6	7	8	7			7	88.9%	86.3%	N	2062	7	20	0.5	16	50	2022

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - ALL BRIDGE STRUCTURE INVENTORY (2025)

15-Dec-25

Structures Listed in Order Based on: 1. Structural Condition Rating, 2. Sufficiency Rating, 3. Estimated Replacement Year, 4. Maintenance Needs

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structure Type	Span Type	Single Axle Loading	Semi Loading	Train Loading	Equiv. Diameter / Clear Width	Structure Length	Approach Rd General Rating	U/S End General Rating	Barrel General Rating	D/S End General Rating	Superstructure General Rating	Substructure General Rating	Structure Usage / Channel General Rating	Structural Condition Rating	Sufficiency Rating	Maintenance Required?	BIM ERY	Roadway Width (m)	Skew (degrees) + = RHF - = LHF	Cover / Height (m)	Detour Length (km)	Est. AADT	AADT Est. Year
84380-01	1980	NW 16-10-02 W5M	Cattle Pass	Lundbreck	RLU-210G-090	Bridge Culvert	MP				2000 mm	24.0 m	7	7	8	7			5	88.9%	86.5%	N	2040	10	0	0.9	50	257	2025
75102-01	1997	SW 15-06-29 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-209G-090	Bridge Culvert	MP/MP				2200 mm/2700mm	24.0 m / 27.0 m	7	7 / 8	8 / 8	7 / 8			8	88.9%	86.8%	N	2060	9	0	1.3	16	66	2023
00783-01	1986	SW 16-05-28 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	RPE				6050 mm	61.6 m	6	7	8	7			7	88.9%	86.9%	N	2043	8.0	10	6.6	8	11	2022
76010-02	2005	SE 25-05-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2700 mm	38.0 m	5	8	8	8			5	88.9%	87.2%	N	2050	9	0	3.1	6	38	2022
00468-02	2017	SE 04-06-30 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2700 mm	48 m	5	8	8	8			7	88.9%	88.2%	N	2062	8.5	15	3.0	3	60	2022
06505-01	1996	SW 14-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2200 mm	27.0 m	8	9	8	8			8	88.9%	90.1%	N	2047	8	0	1.6	8	33	2022
74049-01	1996	SW 12-08-03 W5M	Trib. To Rock Creek	Burmis	RLU-208G-090	Bridge Culvert	MP				2000 mm	21.0 m	6	8	8	8			8	88.9%	91.4%	N	2032	8	0	1.0	16	153	2023
80493-01	1986	NE 12-08-29 W4M	Cattle Pass	Brocket	RLU-208G-090	Bridge Culvert	MP				2200 mm	24.0 m	5	8	8	8			7	88.9%	91.6%	N	2037	8.3	0	1.1	6	40	2022
74047-01	2001	NE 25-09-03 W5M	Todd Creek	Burmis	RLU-208G-090	Bridge Culvert	MP/MP				2000mm/1200mm	26.0 m / 26.0 m	5	9 / 9	9 / 8	9 / 8			7	88.9%	92.3%	N	2061	7.5	-20	0.8	12	50	2023
02488-01	2025	NW 26-7-2 W5M	Crowsnest River	Lundbreck	RLU-206G-60	Major Bridge	PT	28	49	62	4.2 m	30.5 m	5				9	8	6	94.4%	67.8%	Y	2080	4.9	0	4.4	1	39	2022
01529-01	1996	SW 30-08-01 W5M	Todd Creek	Lundbreck	RLU-209G-090	Standard Bridge	SC	28	49	62	8.0 m	12.0 m	8				9	8	6	94.4%	80.6%	N	2041	8	0	1.2	6	36	2020
07235-01	1967	NW 05-09-01 W5M	Olin Creek	Cowley	RLU-207G-060	Bridge Culvert	SSP				1500 mm	45.0 m	4	4	9	7			6	100.0%	69.7%	N	2050	7	0	6.3	8	17	2025
84367-01	2024	SE 23-09-03 W5M	Tributary to South Todd Creek	Lundbreck	RLU-207G-060	Bridge Culvert	MP				1800 mm	24 m	5	8	9	9			5	100.0%	75.0%	N	2075	8	4	0.6	18	25	2024
84361-01	2025	SE 15-06-03 W5M	Iron Creek	Beaver Mines	RLU-206G-050	Bridge Culvert	RPP				3348 mm	14 m	5	9	9	9			7	100.0%	75.0%	N	2075	4.5	0	1	35	15	2025
75265-02	2023	NE 11-10-01 W5M	Heath Creek	Cowley	RLU-207G-060	Bridge Culvert	MP				3000 mm	28 m	4	8	9	9			4	100.0%	78.4%	N	2073	6.5	0	1.5	999	12	2023
70417-01	2025	SE 05-07-01 W5M	Trib. To Castle River	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2000mm/2000mm	26.0 m / 26.0 m	7	9 / 9	9 / 9	9 / 9			6	100.0%	80.0%	N	2075	8.0	0	0.7	8	144	2025
84379-01	2025	SW 11-08-03 W5M	Trib. To Rock Creek	Burmis	RLU-206G-060	Bridge Culvert	RP				2400 mm	8.5 m	4	7	9	6			6	100.0%	80.9%	N	2065	4	0	0.6	999	1	2025
00452-02	2010	NW 13-08-02 W5M	Cow Creek	Lundbreck	RLU-207G-060	Standard Bridge	SL	CL800 DL			8.9 m	12.8 m	5				9	9	6	100.0%	82.1%	N	2071	7.1	0	1.1	7	30	2025
71543-02	2008	SW 07-10-01 W5M	Callum Creek	Cowley	RLU-208G-090	Standard Bridge	SL	CL800 DL			9.0 m	2 x 12.8 m	6	X	X	X	9	9	7	100.0%	83.9%	N	2058	8	0	2.5	36	36	2024
72882-01	1993	SW 26-08-02 W5M	Cow Creek	Lundbreck	RLU-208G-090	Standard Bridge	SC	28	49	62	8.0 m	10.0 m	9				9	9	6	100.0%	85.2%	N	2041	8	0	3.0	10	60	2025
00449-02	2009	SW 28-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Standard Bridge	SL	28	49	62	9.0 m	2 x 10.0 m	8				9	9	8	100.0%	88.0%	N	2059	9	0	3.7	6	44	2021
75009-02	2021	NE 09-09-02 W5M	Wildcat Creek	Lundbreck	RLU-207G-060	Bridge Culvert	MP				1800 mm	43.0 m	4	9	9	9			7	100.0%	88.3%	N	2071	6.2	-15	4.4	999	12	2018
74260-02	2024	SW 13-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-90	Bridge Culvert	MPE				2000 mm	24.0 m	5	9	9	9			5	100.0%	90.8%	N	2074	7.8	5	0.9	10	46	2025
76294-02	2023	SW 32-06-01 W5M	2nd order tributary to Castle River	Cowley	RLU-208G-090	Bridge Culvert	MP				1600 mm	26 m	6	9	9	9			7	100.0%	91.9%	N	2083	8.5	17	1.3	32	48	2024
75377-02	2022	NW 08-06-02 W5M	Screwdriver Creek	Burmis	RLU-208G-060	Bridge Culvert	MP				2700 mm	37 m	5	9	9	9			5	100.0%	93.3%	N	2072	7.8	-40	1.0	999	60	2023
00671-02	2018	NW 19-07-01 W5M	Trib. To Crowsnest River	Lundbreck	RLU-208-100	Bridge Culvert	MP				2700 mm	44.0 m	5	9	9	7			6	100.0%	95.7%	N	2078	8	0	3.3	3	284	2023
76293-02	2020	NW 03-06-02 W5M	Trib. To Beaver Mines Creek	Beaver Mines	RLU-208G-090	Bridge Culvert	MP/MP				1200 mm/1200mm	24.0 m / 24.0 m	5	9 / 9	9 / 9	9 / 9			5	100.0%	97.1%	N	2070	7.6	15	1.0	10	72	2025
01744-02	2019	SW 27-05-29 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SP				2430 mm	91.4 m	8	9	9	8			7	100.0%	97.7%	N	2064	8.5	25	8.0	5	30	2024
06613-02	2020	SW 03-09-01 W5M	Cabin Creek	Cowley	RLU-208G-090	Bridge Culvert	SP				2430 mm	73.2 m	5	9	9	9			6	100.0%	97.8%	N	2070	8.5	0	8.3	37	80	2025
84238-01	2019	NE 20-09-02 W5M	Trib. To S. Todd Creek	Lundbreck	RLU-208G-090	Bridge Culvert	SP				1810 mm	54.8 m	9	9	9	9			7	100.0%	98.5%	N	2064	8.5	14	5.0	10	75	2024
00769-02	2013	SW 05-07-01 W5M	Trib. To Castle River	Pincher Creek	RLU-209G-090	Bridge Culvert	MP				2700 mm	31.0 m	7	9	9	9			8	100.0%	99.3%	N	2060	7.8	10	0.6	8	80	2023
00470-01	1988	SE 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SSP				1372 mm	44.0 m	5	8	9	8			6	100.0%	100.0%	M	2075	8.0	10	4.9	17	28	2025

COLOR CODING INFORMATION:

Maintenance or Replacement Work has been completed.

Work on Structures is in progress.

Structures highlighted in grey had further detailed analysis completed.

Allowable Loading Is Adequate

Allowable Loading is Substandard

Road Width < 5m

Road Width 5m-6m

Road Width 6m-7m

Road Width 7m +

High Priority for Repair

Medium Priority for Repair

Low Priority for Repair

Adequate or Better Condition

ERY =< 2025

ERY 2025 - 2030

ERY - 2030-2035

Height of Cover < 0.5 m

Height of Cover 0.5m - 0.7 m

Height of Cover 0.8m - 1.0m

No Detour Available

Detour Greater Than 20 km

Detour Between 10 and 20 km

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - BRIDGE CULVERT INVENTORY (2025)

15-Dec-25

Structures Listed in Order Based on: 1. Structural Condition Rating, 2. Sufficiency Rating, 3. Estimated Replacement Year, 4. Maintenance Needs

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structure Type	Span Type	Single Axle Loading	Semi Loading	Train Loading	Equiv. Diameter / Clear Width	Structure Length	Approach Rd General Rating	U/S End General Rating	Barrel General Rating	D/S End General Rating	Superstructure General Rating	Substructure General Rating	Structure Usage / Channel General Rating	Structural Condition Rating	Sufficiency Rating	Maintenance Required?	BIM ERY	Roadway Width (m)	Skew (degrees) + = RHF - = LHF	Cover / Height (m)	Detour Length (km)	Est. AADT	AADT Est. Year
01113-01	1971	SE 31-07-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2441 mm	48.5 m	4	5	3	5			5	33.3%	41.3%	N	2033	7.7	0	7.5	2	20	2023
00673-01	1958	SE 21-09-01 W5M	Olin Creek	Cowley	RLU-208G-090	Bridge Culvert	SPE				2140 mm	54.3 m	4	7	3	6			6	33.3%	45.8%	M	2028	9.3	0	7.1	41	159	2023
02360-01	1955	NW 18-08-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				1526 mm	60.5 m	4	6	3	6			6	33.3%	46.4%	N	2030	7.0	0	8.0	3	61	2025
75801-01	1953	SW 09-10-01 W5M	Trib. To Oldman River	Cowley	RLU-208G-090	Bridge Culvert	MPE				1528 mm	25.0 m	6	6	3	4			5	33.3%	49.8%	N	2034	8.0	0	2.4	1	132	2021
75481-01	1961	SW 23-09-01 W5M	Trib. To Olin Creek	Cowley	RLU-208G-090	Bridge Culvert	MP				1525 mm	23.8 m	6	7	3	5			7	33.3%	51.1%	M	2030	6.0	30	2.0	999	16	2025
07080-01	1974	SW 17-03-29 W4M	Dungarvan Creek	Twin Butte	RLU-208G-090	Bridge Culvert	SPE				4275 mm	37.2	5	6	3	5			4	33.3%	54.1%	M	2030	8.0	-30	1.0	7	15	2025
76203-01	1965	NW 26-10-3 W5M	Ernst Creek	Maycroft	RLU-208G-090	Bridge Culvert	RPP				2490 mm/1750 mm	20.1 m	6	7	3	6			5	33.3%	54.2%	M	2037	9.4	-30	1.2	50	164	2022
71542-01	1967	SE 07-10-01 W5M	Indian Creek	Maycroft	RLU-207G-060	Bridge Culvert	SPE				2135 mm	31.7 m	5	6	3	6			7	33.3%	56.5%	M	2035	7.6	-30	3.4	28	36	2025
13960-01	1961	SE 11-08-01 W5M	Trib. To Oldman River	Cowley	RLU-207G-060	Bridge Culvert	SPE				1525 mm	49.4 m	5	7	3	7			7	33.3%	58.1%	M	2031	7.3	0	8.6	6	70	2021
84522-01	2003	NW 28-08-01 W5M	Unnamed Watercourse	Cowley	RLU-209G-090	Bridge Culvert	MP				1800 mm	28.0 m	5	7	3	7			5	33.3%	60.2%	M	2046	9.3	-30	1.4	26	38	2024
76636-01	1962	SE 17-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	Bridge Culvert	RPP				1842 mm	15.2 m	3	6	4	6			7	44.4%	42.2%	N	2037	6	0	0.9	999	43	2022
01348-01	1969	SW 03-08-02 W5M	Connelly Creek	Lundbreck	RLU-208G-090	Bridge Culvert	SP				3000 mm	48.8 m	4	6	4	6			7	44.4%	48.1%	N	2030	7.0	30	5.2	999	27	2024
74048-01	1962	NW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	Bridge Culvert	FP				2950 mm	15.8 m	6	7	4	5			5	44.4%	49.2%	N	2029	6.0	-15	0.8	999	20	2019
74110-01	1957	SW 36-09-03 W5M	Todd Creek	Burmis	RLU-207G-060	Bridge Culvert	RPP				1840 mm	17.1 m	7	6	4	6			5	44.4%	55.5%	N	2035	7.3	0	0.5	999	12	2022
00471-01	1960	SW 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-209G-090	Bridge Culvert	SP				1830 mm	36.0 m	5	6	4	5			6	44.4%	56.4%	N	2033	8.9	-30	3.4	6	46	2024
73602-01	1972	SE 31-05-01 W5M	Trib. To Gladstone Creek	Pincher Creek	RLU-208G-060	Bridge Culvert	SPE				1823 mm	72.5 m	5	6	4	4			6	44.4%	56.4%	Y	2034	5.0	0	10.1	999	18	2021
77192-01	1970	SE 27-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	32.9 m	5	4	4	7			7	44.4%	58.1%	N	2028	6.5	30	5.5	999	17	2023
74425-01	1955	NW 23-05-02 W5M	Trib. To Gladstone Creek	Beaver Mines	RLU-209G-090	Bridge Culvert	SPE				1502 mm	43.3 m	5	7	4	5			6	44.4%	59.5%	N	2030	9	0	5.2	72	90	2020
01410-01	1958	SW 14-05-28 W4M	Trib. To Waterton River	Brocket	RLU-208G-090	Bridge Culvert	MPE				1502 mm	40.7 m	6	5	4	6			6	44.4%	60.3%	N	2029	8.4	40	0.9	3	16	2023
07982-01	1982	SW 20-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	Bridge Culvert	SP				2280 mm	40.2	5	6	4	4			8	44.4%	60.4%	Y	2035	6.8	0	5.6	5	36	2025
78427-01	1980	SE 25-08-29 W4M	Trib. To Beaver Creek	Brocket	RLU-208G-090	Bridge Culvert	MP				1600 mm	44.0 m	7	7	4	5			7	44.4%	61.9%	N	2035	8.0	-30	3.5	6	25	2019
74259-01	1954	SE 01-06-30 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	SP				1830 mm	23.2 m	4	4	5	5			4	55.6%	48.7%	M	2034	4.0	0	2.5	999	4	2024
78753-01	1956	SW 08-06-02 W5M	Trib. To Screwdriver Creek	Beaver Mines	RLU-208G-060	Bridge Culvert	RPP				1843 mm	17.7 m	4	6	5	5			5	55.6%	50.5%	N	2039	6.0	0	0.4	999	10	2024
02053-01	1956	SW 27-04-30 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				1830 mm	31.1 m	4	6	5	5			5	55.6%	55.3%	N	2032	8.2	0	4.8	15	15	2020
06701-01	1954	NE 30-06-02 W5M	Trib. To Castle River	Burmis	RLU-207G-060	Bridge Culvert	SPE				1829 mm	30.5 m	4	7	5	5			7	55.6%	57.2%	Y	2035	7.5	0	3.2	32	32	2025
75483-01	1964	SW 13-10-01 W5M	Heath Creek	Lundbreck	RLU-208G-090	Bridge Culvert	RPP				1842 mm	14.9 m	5	5	5	4			5	55.6%	59.0%	Y	2030	6.3	0	0.5	999	30	2025
00645-01	1966	SE 04-07-01 W5M	Trib. To Castle River	Cowley	RLU-208G-090	Bridge Culvert	MP/MP				1525mm/915mm	31.1m / 35.4m	6	7 / 3	7 / 5	7 / 5			7	55.6%	61.3%	Y	2035	9.0	-20	2.0	11	296	2021
75960-01	1964	NW 01-09-03 W5M	Cow Creek	Lundbreck	RLU-208G-090	Bridge Culvert	FP				1475 mm	15.2 m	5	6	5	4			5	55.6%	62.9%	Y	2028	7.8	0	0.8	20	72	2023
01533-01	1959	SW 30-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208-100	Bridge Culvert	BPR				5675 mm	33.2 m	7	6	5	4			7	55.6%	64.3%	Y	2032	9.5	0	1.5	10	74	2017
75067-01	1962	SW 07-06-28 W4M	Crowlodge Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	FP				1474 mm	18.9 m	7	5	5	5			8	55.6%	65.6%	N	2030	7.0	-35	0.6	3	15	2025
71390-01	1964	SW 25-09-03 W5M	Trib. To S. Todd Creek	Maycroft	RLU-207G-060	Bridge Culvert	FP				1475 mm	20.1 m	5	7	5	6			5	55.6%	66.5%	N	2035	7.8	30	1.3	18	22	2022
00448-01	1958	SE 17-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				3008 mm	26.2 m	6	7	5	7			6	55.6%	67.9%	N	2040	9.4	0	1.4	8	36	2023
76572-01	1954	NE 11-10-02 W5M	Trib. To Oldman River	Lundbreck	RLU-207G-060	Bridge Culvert	SP				1800 mm	20.7 m	5	6	5	4			7	55.6%	68.1%	Y	2030	7.3	10	1.8	1	22	2022
02066-01	1953	NW 29-07-02 W5M	Rock Creek	Lundbreck	RLU-207G-060	Bridge Culvert	BP				2237 mm	21.9 m	4	4	6	4			6	66.7%	56.0%	Y	2035	6.3	-15	2.2	999	13	2021
75313-01	1960	SW 06-07-01 W5M	Trib. To Castle River	Cowley	RLU-207G-060	Bridge Culvert	SPE				1831 mm	29.3 m	4	6	6	6			5	66.7%	57.8%	N	2037	7.0	30	2.8	8	40	2022
75462-01	1961	NW 02-10-01 W5M	Webber Creek	Cowley	RLU-207G-060	Bridge Culvert	MP				1500 mm	18.3 m	4	6	6	6			6	66.7%	58.9%	N	2034	7.5	0	1.3	999	18	2024
77702-01	1960	SE 23-08-30 W4M	Tennessee Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				2135 mm	25.0 m	4	7	6	7			6	66.7%	60.5%	N	2029	7.0	40	2.6	6	30	2019
75008-01	1960	SW 10-09-02 W5M	Wildcat Creek	Lundbreck	RLU-207G-060	Bridge Culvert	SPE				1800 mm	19.5 m	4	7	6	7			5	66.7%	60.8%	N	2030	5.7	0	0.6	999	14	2021
76662-01	1967	NW 07-07-29 W4M	Nose Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	21.3 m	4	7	6	5			6	66.7%	61.8%	N	2034	7.2	0	2.2	4	29	2024
71282-01	1963	SE 17-06-01 W5M	Trib. To Castle River	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				2128 mm	25.6 m	5	7	6	5			6	66.7%	62.3%	N	2040	6.8	0	2.8	999	16	2025
75264-01	1953	SW 06-07-01 W5M	Trib. To Castle River	Lundbreck	RLU-207G-060	Bridge Culvert	SPE				1830 mm	25.6 m	4	6	6	6			7	66.7%	62.5%	N	2034	7.0	0	2.2	10	17	2024
70177-01	1949	SW 15-08-30 W4M	Trib. To Tennessee Creek	Pincher Creek	RLU-209G-090	Bridge Culvert	SP / MP				1830mm/1200mm	25m / 16.6 m	4	7 / 6	6 / 8	6 / 6			7	66.7%	62.5%	N	2040	7.0	0	1.6	7	28	2025
70920-01	1953	SW 29-04-29 W4M	Trib. To Foothill Creek	Twin Butte	RLU-207G-060	Bridge Culvert	SP				1500 mm	12.6 m	4	5	6	5			6	66.7%	63.1%	N	2029	5.0	0	0.1	11	16	2019
02497-01	1983	NE 28-04-28 W4M	Trib. To Waterton River	Hill Spring	RLU-208G-090	Bridge Culvert	SP				2750 mm	39.6 m	4	7	6	5			7	66.7%	65.6%	N	2038	8.0	0	2.5	5	17	2019
75482-01	1953	SW 13-10-01 W5M	Heath Creek	Lundbreck	RLU-207G-060	Bridge Culvert	RPP				1690 mm	13.4 m	5	7	6	4			4	66.7%	66.2%	Y	2034	5.5	0	0.5	999	17	2024
00253-01	1973	NE 15-06-30 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				4305 mm	34.1 m	5	4	6	7			6	66.7%	66.9%	Y	2033	8.5	0	1.6	2	43	2022
71109-01	1974	SW 01-05-30 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	27.7	5	6	6	6			7	66.7%	68.2%	N	2039	8.0	0	1.0	4	60	2021
75376-01	1977	NW 23-05-02 W5M	Trib. To Gladstone Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	21.8 m	6	6	6	6			7	66.7%	68.9%	N	2034	7.0	0	1.5	999	34	2020
75736-01	1963	SW 02-06-28 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	RPP				1842 mm	17.7 m	6	6	6	6			7	66.7%	68.9%	N	2040	6.3	0	1.4	3	34	2025
74258-01	1954	NW 17-05-29 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	SP				1830 mm	14.6 m	5	5	6	5			6	66.7%	69.1%	N	2033	7.0	0	0.8	8	36	2023
70736-01	1956	NW 31-07-29 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	36.1 m	5	6	6	4			7	66.7%	69.6%	Y	2033	8.3	0	3.0	3	48	2023
01838-01	1955	SW 28-04-28 W4M	Trib. To Waterton River	Hill Spring	RLU-208G-090	Bridge Culvert	SPE				2478 mm	36.2 m	9	7	6	5			5	66.7%	70.5%	N	2033	8.0	0		3	32	2024
70750-01	1975	SW 12-05-30 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	25 m	6	5	6	7			6	66.7%	70.6%	N	2034	8.0	0	1.5	7	75	2024
06765-01	1990	NW 03-06-02 W5M	Beaver Mines Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	RPE				3676 mm	29.3 m	5	7	6	4			6	66.7%	72.8%	Y	2038	8.0	-20	1.4	7	72	2025
75461-01	1961	NW 02-10-01 W5M	Jim Creek	Cowley	RLU-207G-060	Bridge Culvert	SPE				2036 mm	23.8 m	4	6	7	6		X	6	77.8%	63.9%	N	2034	8.0	0	1.5	999	18	2024
71535-01	1960	SE 13-08-30 W4M	Trib. To Oldman River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				1831 mm	25.0 m	4	6	7	5			5	77.8%	64.5%	N	2033	6.5	0	2.2	7	101	2023
74199-01	1955	NW 06-06-27 W4M	Trib. To Scotts Coulee	Pincher Creek	RLU-207G-060	Bridge Culvert	SPE				2140 mm	19.5 m	4	7	7	7			7	77.8%	69.4%	N	2038	6.9	0	1.4	6	25	2023
06504-01	2005	SW 24-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				1800 mm	14.0 m	6	6	7	4			6	77.8%	71.2%	N	2035	8.3	0	0.4	3	24	2025
00732-02	1999	SE 35-05-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2000 mm	25.0 m	4	8	7	7			5	77.8%	71.4%	N	2053	8.0	-35	1.0	6	100	2024
75101-01	1959	NW 22-05-01 W5M	Trib. To Chipman Creek	Pincher Creek	RLU-207G-060	Bridge Culvert	MP				1500 mm	15.2 m	5	6	7	4			6	77.8%	71.6%	Y	2034	6.7	0	4.0	999	36	2024
01116-01	1974	NW 36-04-30 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2743 mm	28.2 m	4	7	7	7			7	77.8%	72.5%	N	2029	8.2	0	1.1	5	18	2019
74201-01	1960	SE 13-06-02 W5M	Trib. To Mill Creek	Pincher Creek	RLU-208-100	Bridge Culvert	SPE				1525 mm	42.3 m	4	8	7	8			5	77.8%	72.6%	N	2037	9.3	0	5.3	15	50	2022
74045-01	1962	NE 10-10-02 W5M	Tetley Creek	Lundbreck	RLU-208-100	Bridge Culvert	SPE				2135 mm	32.0 m	6	6	7	6			5	77.8%	73.1%	N	2035	8.3	-30	2.4	50	187	2022
00636-01	1961	NW 27-06-30 W4M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2140 mm	21.3 m	5	7	7	4			7	77.8%	75.8%	Y	2034	8.0	0	1.5	5	30	2024
07569-01	1959	SW 06-05-28 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				2136 mm	26.4 m	6	6	7	3			5	77.8%	75.9%	Y	2034	8	-20	1.8	13	17	2024
09766-01	2003	SE 27-06-29 W4M	Cattle Pass	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2100 mm	22.0 m	4	8	7	7	X	X	8	77.8%	76.3%	N	2035	8.5	0	1.5	6	231	2024

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - BRIDGE CULVERT INVENTORY (2025)

15-Dec-25

Structures Listed in Order Based on: 1. Structural Condition Rating, 2. Sufficiency Rating, 3. Estimated Replacement Year, 4. Maintenance Needs

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structure Type	Span Type	Single Axle Loading	Semi Loading	Train Loading	Equiv. Diameter / Clear Width	Structure Length	Approach Rd General Rating	U/S End General Rating	Barrel General Rating	D/S End General Rating	Superstructure General Rating	Substructure General Rating	Structure Usage / Channel General Rating	Structural Condition Rating	Sufficiency Rating	Maintenance Required?	BIM ERY	Roadway Width (m)	Skew (degrees) + = RHF - = LHF	Cover / Height (m)	Detour Length (km)	Est. AADT	AADT Est. Year
75312-01	1960	SE 06-07-01 W5M	Trib. To Castle River	Cowley	RLU-208G-090	Bridge Culvert	RPP				1840 mm	14.0 m	6	7	7	6			5	77.8%	76.5%	N	2034	7.0	0	0.6	8	18	2024
00476-01	1995	SE 15-06-30 W4M	Trib. To Kettles Creek	Pincher Creek	RLU-208G-060	Bridge Culvert	MP				1800 mm	24.0 m	5	4	7	7			7	77.8%	76.9%	N	2035	5.7	0	1.8	999	29	2021
13962-01	1953	SW 01-08-02 W5M	Trib. To Crowsnest River	Lundbreck	RLU-207G-060	Bridge Culvert	MP/SP/MP				1520 mm/1500mm	6m-13m-8m	5	9	7 / 7	4			6	77.8%	77.2%	Y	2037	6.0	0	0.9	6	15	2022
02227-01	1993	SW 14-08-30 W4M	Tennessee Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SP				2430 mm	98.2 m	6	7	7	7			6	77.8%	78.1%	N	2040	8.0	16	10.5	15	28	2025
07568-01	1962	SW 11-05-28 W4M	Trib. To Waterton River	Pincher Creek	RLU-208G-090	Bridge Culvert	SPE				1831 mm	32.9 m	7	7	7	7			7	77.8%	78.3%	N	2028	8.0	0	4.0	8	46	2021
06560-01	1990	SW 35-04-28 W4M	Trib. To Waterton River	Hill Spring	RLU-208G-090	Bridge Culvert	SP				2134 mm	66.5 m	5	8	7	7			6	77.8%	79.0%	N	2043	8.0	5	6.7	3	30	2019
71540-01	1993	SE 04-10-01 W5M	Heath Creek	Maycroft	RLU-208G-090	Bridge Culvert	SP				3440 mm	53.0 m	7	6	7	6			6	77.8%	79.3%	N	2045	8.8	0	5.4	32	20	2024
70638-01	1974	SW 04-09-01 W5M	Olin Creek	Cowley	RLU-208G-090	Bridge Culvert	SPE/MP				2140mm/1800mm	22.6 m / 25.0 m	7	8 / 7	7 / 8	8 / 8			5	77.8%	80.2%	N	2033	8.5	15	1.3	36	106	2022
75103-01	1959	NE 27-05-28 W4M	Trib. To Foothill Creek	Brocket	RLU-208G-090	Bridge Culvert	MP				1524 mm	20.7 m	8	8	7	6			7	77.8%	81.6%	N	2038	8.5	0	1.2	13	36	2023
73661-01	1989	SW 03-07-01 W5M	Trib. To Castle River	Cowley	RLU-208-100	Bridge Culvert	SP				3670 mm	28.7 m	5	8	7	8			7	77.8%	83.3%	N	2043	7.4	0	1.1	5	54	2024
02166-01	1986	SE 11-08-01 W5M	Cattle Pass	Lundbreck	RLU-208G-090	Bridge Culvert	MP				2400 mm	24.0 m	5	7	7	7			7	77.8%	85.0%	N	2039	8.5	0	0.6	12	16	2024
80492-01	1986	NE 11-08-01 W5M	Cattle Pass	Cowley	RLU-208G-090	Bridge Culvert	MP				2200 mm	24.2 m	6	8	7	8			7	77.8%	86.2%	N	2039	8.0	0	1.2	11	70	2024
02118-02	2004	SW 19-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	Bridge Culvert	MP				2400 mm	27.0 m	5	9	7	9			9	77.8%	86.8%	N	2050	7.0	15	1.0	12	24	2022
06559-01	1910	NW 36-04-30 W4M	Foothill Creek	Twin Butte	RLU-207G-060	Bridge Culvert	MP				0.6 m	14.0 m	4	8	8	8			7	88.9%	76.0%	N	2035	7	0	1.0	10	36	2017
01175-01	1990	SW 01-09-02 W5M	Todd Creek	Lundbreck	RLU-208G-090	Bridge Culvert	SP				4300 mm	46.9 m	4	8	8	8			7	88.9%	78.6%	N	2039	6.5	0	5.2	17	72	2023
74219-01	1994	SW 04-07-01 W5M	Trib. To Castle River	Cowley	RLU-208G-090	Bridge Culvert	MP/MP				2200mm/2200mm	21.0 m / 21.0 m	8	5 / 4	8 / 8	6 / 7			6	88.9%	82.5%	N	2032	6.3	0	0.9	8	11	2022
01734-01	1989	SW 05-07-01 W5M	Trib. To Castle River	Cowley	RLU-207G-060	Bridge Culvert	MP				2200 mm	40.0 m	6	8	8	7			6	88.9%	84.1%	N	2039	7	0	3.5	8	14	2024
74176-01	1987	SE 30-05-02 W5M	Beaver Mines Creek	Beaver Mines	RLU-208G-060	Bridge Culvert	MP				2200 mm	23.0 m	5	7	8	8			6	88.9%	84.9%	N	2035	7	0	0.7	999	18	2022
75737-02	2017	NE 23-09-03 W5M	South Todd Creek	Lundbreck	RCU-208G-090	Bridge Culvert	MP				2400 mm	28 m	6	7	8	7			7	88.9%	86.3%	N	2062	7	20	0.5	16	50	2022
84380-01	1980	NW 16-10-02 W5M	Cattle Pass	Lundbreck	RLU-210G-090	Bridge Culvert	MP				2000 mm	24.0 m	7	7	8	7			5	88.9%	86.5%	N	2040	10	0	0.9	50	257	2025
75102-01	1997	SW 15-06-29 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-209G-090	Bridge Culvert	MP/MP				2200 mm/2700mm	24.0 m / 27.0 m	7	7 / 8	8 / 8	7 / 8			8	88.9%	86.8%	N	2060	9	0	1.3	16	66	2023
00783-01	1986	SW 16-05-28 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	RPE				6050 mm	61.6 m	6	7	8	7			7	88.9%	86.9%	N	2043	8.0	10	6.6	8	11	2022
76010-02	2005	SE 25-05-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2700 mm	38.0 m	5	8	8	8			5	88.9%	87.2%	N	2050	9	0	3.1	6	38	2022
00468-02	2017	SE 04-06-30 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2700 mm	48 m	5	8	8	8			7	88.9%	88.2%	N	2062	8.5	15	3.0	3	60	2022
06505-01	1996	SW 14-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2200 mm	27.0 m	8	9	8	8			8	88.9%	90.1%	N	2047	8	0	1.6	8	33	2022
74049-01	1996	SW 12-08-03 W5M	Trib. To Rock Creek	Burmis	RLU-208G-090	Bridge Culvert	MP				2000 mm	21.0 m	6	8	8	8			8	88.9%	91.4%	N	2032	8	0	1.0	16	153	2023
80493-01	1986	NE 12-08-29 W4M	Cattle Pass	Brocket	RLU-208G-090	Bridge Culvert	MP				2200 mm	24.0 m	5	8	8	8			7	88.9%	91.6%	N	2037	8.3	0	1.1	6	40	2022
74047-01	2001	NE 25-09-03 W5M	Todd Creek	Burmis	RLU-208G-090	Bridge Culvert	MP/MP				2000mm/1200mm	26.0 m / 26.0 m	5	9 / 9	9 / 8	9 / 8			7	88.9%	92.3%	N	2061	7.5	-20	0.8	12	50	2023
07235-01	1967	NW 05-09-01 W5M	Olin Creek	Cowley	RLU-207G-060	Bridge Culvert	SSP				1500 mm	45.0 m	4	4	9	7			6	100.0%	69.7%	N	2050	7	0	6.3	8	17	2025
84367-01	2024	SE 23-09-03 W5M	Tributary to South Todd Creek	Lundbreck	RLU-207G-060	Bridge Culvert	MP				1800 mm	24 m	5	8	9	9			5	100.0%	75.0%	N	2075	8	4	0.6	18	25	2024
84361-01	2025	SE 15-06-03 W5M	Iron Creek	Beaver Mines	RLU-206G-050	Bridge Culvert	RPP				3348 mm	14 m	5	9	9	9			7	100.0%	75.0%	N	2075	4.5	0	1	35	15	2025
75265-02	2023	NE 11-10-01 W5M	Heath Creek	Cowley	RLU-207G-060	Bridge Culvert	MP				3000 mm	28 m	4	8	9	9			4	100.0%	78.4%	N	2073	6.5	0	1.5	999	12	2023
70417-01	2025	SE 05-07-01 W5M	Trib. To Castle River	Pincher Creek	RLU-208G-090	Bridge Culvert	MP				2000mm/2000mm	26.0 m / 26.0 m	7	9 / 9	9 / 9	9 / 9			6	100.0%	80.0%	N	2075	8.0	0	0.7	8	144	2025
84379-01	2025	SW 11-08-03 W5M	Trib. To Rock Creek	Burmis	RLU-206G-060	Bridge Culvert	RP				2400 mm	8.5 m	4	7	9	6			6	100.0%	80.9%	N	2065	4	0	0.6	999	1	2025
75009-02	2021	NE 09-09-02 W5M	Wildcat Creek	Lundbreck	RLU-207G-060	Bridge Culvert	MP				1800 mm	43.0 m	4	9	9	9			7	100.0%	88.3%	N	2071	6.2	-15	4.4	999	12	2018
74260-02	2024	SW 13-05-29 W4M	Trib. To Foothill Creek	Pincher Creek	RLU-208G-90	Bridge Culvert	MPE				2000 mm	24.0 m	5	9	9	9			5	100.0%	90.8%	N	2074	7.8	5	0.9	10	46	2025
76294-02	2023	SW 32-06-01 W5M	2nd order tributary to Castle River	Cowley	RLU-208G-090	Bridge Culvert	MP				1600 mm	26 m	6	9	9	9			7	100.0%	91.9%	N	2083	8.5	17	1.3	32	48	2024
75377-02	2022	NW 08-06-02 W5M	Screwdriver Creek	Burmis	RLU-208G-060	Bridge Culvert	MP				2700 mm	37 m	5	9	9	9			5	100.0%	93.3%	N	2072	7.8	-40	1.0	999	60	2023
00671-02	2018	NW 19-07-01 W5M	Trib. To Crowsnest River	Lundbreck	RLU-208-100	Bridge Culvert	MP				2700 mm	44.0 m	5	9	9	7			6	100.0%	95.7%	N	2078	8	0	3.3	3	284	2023
76293-02	2020	NW 03-06-02 W5M	Trib. To Beaver Mines Creek	Beaver Mines	RLU-208G-090	Bridge Culvert	MP/MP				1200 mm/1200mm	24.0 m / 24.0 m	5	9 / 9	9 / 9	9 / 9			5	100.0%	97.1%	N	2070	7.6	15	1.0	10	72	2025
01744-02	2019	SW 27-05-29 W4M	Trib. To Indianfarm Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SP				2430 mm	91.4 m	8	9	9	8			7	100.0%	97.7%	N	2064	8.5	25	8.0	5	30	2024
06613-02	2020	SW 03-09-01 W5M	Cabin Creek	Cowley	RLU-208G-090	Bridge Culvert	SP				2430 mm	73.2 m	5	9	9	9			6	100.0%	97.8%	N	2070	8.5	0	8.3	37	80	2025
84238-01	2019	NE 20-09-02 W5M	Trib. To S. Todd Creek	Lundbreck	RLU-208G-090	Bridge Culvert	SP				1810 mm	54.8 m	9	9	9	9			7	100.0%	98.5%	N	2064	8.5	14	5.0	10	75	2024
00769-02	2013	SW 05-07-01 W5M	Trib. To Castle River	Pincher Creek	RLU-209G-090	Bridge Culvert	MP				2700 mm	31.0 m	7	9	9	9			8	100.0%	99.3%	N	2060	7.8	10	0.6	8	80	2023
00470-01	1988	SE 02-06-01 W5M	Trib. To Pincher Creek	Pincher Creek	RLU-208G-090	Bridge Culvert	SSP				1372 mm	44.0 m	5	8	9	8			6	100.0%	100.0%	M	2075	8.0	10	4.9	17	28	2025

COLOR CODING INFORMATION:

Maintenance or Replacement Work has been completed.

Work on Structures is in progress.

Structures highlighted in grey had further detailed analysis completed.

Allowable Loading Is Adequate

Allowable Loading is Substandard

Road Width < 5m

Road Width 5m-6m

Road Width 6m-7m

Road Width 7m +

High Priority for Repair

Medium Priority for Repair

Low Priority for Repair

Adequate or Better Condition

ERY =< 2025

ERY 2025 - 2030

ERY - 2030-2035

Height of Cover < 0.5 m

Height of Cover 0.5m - 0.7 m

Height of Cover 0.8m - 1.0m

No Detour Available

Detour Greater Than 20 km

Detour Between 10 and 20 km

MUNICIPAL DISTRICT OF PINCHER CREEK No. 9 - BRIDGE INVENTORY (2025)

15-Dec-25

Structures Listed in Order Based on: 1. Structural Condition Rating, 2. Sufficiency Rating, 3. Estimated Replacement Year, 4. Maintenance Needs

Bridge File #	Year Built	Location	Crossing Name	Nearest Town	Roadway Standard	Structure Type	Span Type	Single Axle Loading	Semi Loading	Train Loading	Equiv. Diameter / Clear Width	Structure Length	Approach Rd General Rating	U/S End General Rating	Barrel General Rating	D/S End General Rating	Superstructure General Rating	Substructure General Rating	Structure Usage / Channel General Rating	Structural Condition Rating	Sufficiency Rating	Maintenance Required?	BIM ERY	Roadway Width (m)	Skew (degrees) + = RHF - = LHF	Cover / Height (m)	Detour Length (km)	Est. AADT	AADT Est. Year
73608-01	1921	NE 34-03-28 W4M	Waterton River	Hill Spring	RLU-207G-060	Major Bridge	TT/TH/TT	25	46	59	4.9 m	8.5m-61m-8.5m	5				4	3	7	33.3%	43.1%	Y	2030	7.0	0	2.4	16	87	2022
74906-01	1962	SW 06-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	30	52	75	6.4 m	8.5 m	6				3	3	4	33.3%	55.8%	Y	2026	6.6	15	1.5	2	32	2025
70175-01	1957	NW 22-03-30 W4M	Yarrow Creek	Twin Butte	RLU-209G-090	Major Bridge	TH/TT	16	21	27	4.3 m	38.1 m - 6.1 m	6				5	2	3	38.9%	31.5%	Y	2025	7.0	0	3.8	13	60	2022
08685-01	1953	SW 05-05-29 W4M	Foothill Creek	Twin Butte	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	8				4	3	5	38.9%	53.4%	Y	2024	6.8	0	2.7	6	76	2023
71266-01	1953	SE 36-07-02 W5M	Connelly Creek	Lundbreck	RLU-206G-060	Standard Bridge	PG	28	49	62	6.1 m	6.1 m	5				4	3	5	38.9%	54.1%	Y	2030	5.6	0	3.0	12	86	2025
00488-01	1958	SW 26-05-28 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 8.5m	6				4	3	6	38.9%	55.5%	Y	2031	7.4	0	2.9	11	84	2024
01077-01	1963	NW 12-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	3 x 6.1 m	7				3	4	7	38.9%	60.1%	Y	2032	7.3	0	4.0	8	38	2021
02070-01	1965	NW 10-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	6.1m-8.5m-6.1m	7				4	3	6	38.9%	60.7%	Y	2036	7.4	0	4.8	7	30	2023
02069-01	1962	NW 08-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-207G-060	Standard Bridge	HC	30	52	75	7.3 m	8.5 m	6				4	3	6	38.9%	66.6%	Y	2026	6.4	15	2.0	6	13	2023
02187-01	1968	NW 27-03-29 W4M	Trib. To Dungarvan Creek	Twin Butte	RLU-207G-060	Standard Bridge	TT	28	49	67	6.1 m	6.1 m	3				5	3	5	44.4%	50.5%	Y	2026	4.0	0	3.0	3	10	2024
09213-01	1952	SW 13-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	7.3 m	8.5 m	4				5	3	6	44.4%	55.6%	Y	2036	5.6	0	2.4	6	6	2025
01528-01	1953	NW 25-05-01 W5M	Pincher Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	6				5	3	5	44.4%	56.2%	Y	2035	7.2	-45	3.6	5	54	2025
74175-01	1958	SW 35-05-30 W4M	Kettles Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	6.1 m	7				4	4	7	44.4%	57.5%	Y	2030	8.2	0	2.1	3	54	2025
08686-01	1959	NW 16-5-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-90	Standard Bridge	PG	28	49	62	6.4 m	6.1m-6.1m-6.1m	6				5	3	6	44.4%	58.5%	Y	2024	7.4	0	1.4	9	40	2023
06836-01	1953	SE 29-09-02-W5M	Todd Creek	Lundbreck	RLU-208G-090	Standard Bridge	PG	28	49	62	7.0 m	8.5 m	6				5	3	6	44.4%	60.1%	Y	2031	7.0	0		10	26	2023
00760-01	1959	SE 03-06-29 W4M	Indianfarm Creek	Pincher Creek	RLU-207G-060	Standard Bridge	PG	28	49	62	6.4 m	2 x 6.1 m	7				4	4	6	44.4%	60.4%	N	2034	7.0	0	2.2	7	18	2025
02419-01	1965	NE 34-04-29 W4M	Foothill Creek	Pincher Creek	RLU-208G	Standard Bridge	HC	28	49	65	7.3	6.1 m	6				5	3	6	44.4%	62.9%	Y	2036	7.3	0	2.1	8	40	2024
01839-01	1964	SW 02-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	30	52	75	7.3 m	3 x 8.5m	5				4	4	6	44.4%	64.7%	N	2030	8.3	0	1.4	8	37	2020
00479-01	1926	NE 12-04-29 W4M	Drywood Creek	Twin Butte	RLU-207G-060	Major Bridge	SL/TH/TT	16	19	26	4.9 m	10m-53.3m-8.5m	4				5	4	3	50.0%	30.6%	Y	2042	6.0	0	2.1	3	36	2022
13957-01	1966	NE 05-08-02 W5M	Connelly Creek	Lundbreck	RLU-208G-060	Standard Bridge	TT	28	49	67	6.1 m	6.1 m	3				5	4	5	50.0%	44.4%	Y	2031	6.0	0	1.9	999	18	2021
74141-01	1923	SE 14-07-20 W4M	Oldman River	Brocket	RLU-209G-090	Major Bridge	TH/PG	28	40	46	4.8 m	2x53.3m / 4x6.1m	5				5	4	6	50.0%	44.5%	Y	2035	10	0	5.5	10	193	2022
70423-01	1933	SW 02-06-01 W5M	Pincher Creek	Pincher Creek	RLU-208G-090	Major Bridge	PT/TT	26	43	50	5.4 m	30.5 m - 6.1 m	5				4	5	6	50.0%	52.3%	Y	2033	7.6	0	2.7	6	39	2022
00481-01	1967	SW 28-06-30 W4M	Trib. To Pincher Creek	Pincher Creek	RLU-207G-060	Standard Bridge	PG	28	49	62	6.4 m	6.1 m	7				5	4	5	50.0%	59.7%	Y	2036	5.9	0	2.4	3	36	2017
00828-01	1950	NE 01-08-02 W5M	Cow Creek	Lundbreck	RLU-207G-060	Major Bridge	TT	29	51	73	6.1 m	6.1 m	5				5	4	4	50.0%	60.7%	Y	2030	4.6	0	1.9	999	1	2022
00784-01	1955	SE 28-05-28 W4M	Foothill Creek	Pincher Creek	RLU-207G-060	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	7				6	3	6	50.0%	63.0%	Y	2032	5.8	0	3.8	5	56	2022
01169-01	1921	SE 24-06-02 W5M	Castle River	Pincher Creek	RLU-209G-090	Major Bridge	TH	20	35	47	4.9 m	41.1 m	4				4	6	5	55.6%	37.4%	Y	2038	8.0	0	3.7	6	52	2022
06906-01	1913	SE 13-07-03 W5M	Crowsnest River	Burmis	RLU-207G-060	Major Bridge	PT	19	35	47	4.3 m	24.4 m	5				4	6	4	55.6%	39.3%	Y	2035	7.0	0	3.3	999	135	2022
02224-01	1917	SW 16-09-01 W4M	Oldman River	Cowley	RLU-209G-090	Major Bridge	TH/SG	30	41	44	4.3 m	61 m - 21.3 m	6				5	5	6	55.6%	47.9%	Y	2037	7.0	0	7.7	3	71	2022
74119-01	1964	SW 02-05-29 W4M	Pincher Creek	Pincher Creek	RLU-206G-060	Major Bridge	PT	24	34	42	4.9 m	30.5 m	5				5	5	4	55.6%	49.9%	Y	2035	5.7	0	2.0	16	39	2022
07449-01	1929	SW 18-08-01 W5M	Todd Creek	Cowley	RLU-207G-060	Major Bridge	PT	18	33	48	4.9 m	18.3 m	5				4	6	5	55.6%	51.0%	Y	2035	5.0	0	2.5	999	1	2022
07743-01	1908	SW 23-05-02 W5M	Gladstone Creek	Pincher Creek	RLU-209G-090	Major Bridge	PA/PT/PA	28	49	62	7.3 m	8.5m-18.3m-8.5m	5				4	6	6	55.6%	56.3%	N	2039	9.6	0	5.1	999	121	2023
08860-01	1952	NW 11-06-02 W5M	Beaver Mines Creek	Beaver Mines	RLU-207G-060	Standard Bridge	PG	28	49	62	7.2 m	3 x 6.1 m	4				5	5	7	55.6%	57.8%	N	2040	6.3	0	3	999	12	2025
73757-01	1981	NE 35-06-01 W5M	Castle River	Pincher Creek	RLU-208G-060	Major Bridge	FM	28	49	62	7.5 m	27m-33.5m-27m	5				4	6	4	55.6%	58.6%	Y	2036	8.0	0		8	258	2022
74038-1	1980	NW 24-06-30 W4M	Foothill Creek	Pincher Creek	RLUE-207G-060	Standard Bridge	SM	28	49	62	7.6 m	1 x 10 m	5				7	3	6	55.6%	64.1%	Y	2026	6.9	0	2.2	999	90	2022
75266-01	1959	NW 16-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Standard Bridge	PG	28	49	62	6.4 m	3 x 6.1 m	6				6	4	6	55.6%	67.0%	Y	2034	6.1	0	2.9	3	19	2023
09389-01	1971	SE 04-03-29 W4M	Cottonwood Creek	Twin Butte	RLU-207G-060	Standard Bridge	HC	30	52	75	7.3 m	8.5 m	6				5	5	6	55.6%	68.6%	Y	2036	7.0	0	2.2	999	17	2025
71838-01	1971	NE 23-08-30 W4M	Tennessee Creek	Pincher Creek	RLU-207G-060	Standard Bridge	HC	28	49	65	7.3 m	6.1 m	7				5	5	6	55.6%	68.8%	Y	2037	7.5	0	3.0	5	23	2022
09388-01	1963	SE 05-05-29 W4M	Foothill Creek	Pincher Creek	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	3 x 6.1 m	5				6	5	6	61.1%	68.9%	N	2040	8.0	30	2.2	7	68	2025
13964-01	1963	SE 04-09-02 W5M	Cow Creek	Lundbreck	RLU-208G-090	Standard Bridge	HC	28	49	65	7.3 m	6.1 m	4				7	5	7	66.7%	62.5%	N	2031	6.0	0	2.3	999	10	2025
70176-01	1971	SE 16-04-30 W4M	South Drywood Creek	Twin Butte	RLU-208G-090	Standard Bridge	HC	35	57	82	7.3 m	3 x 11.6 m	4				5	7	7	66.7%	66.8%	N	2036	8.9	0	1.0	15	54	2025
00868-01	1979	SW 25-05-01 W5M	Pincher Creek	Pincher Creek	RLU-209G-090	Standard Bridge	VS	28	49	62	8.8 m	9.1m-10.7m-9.1m	5				5	7	7	66.7%	72.5%	Y	2040	8.5	0	1.8	5	36	2025
74044-02	1965	SE 12-05-30 W4M	Indianfarm Creek	Pincher Creek	RLU-206G-060	Standard Bridge	PG	28	49	62	5.8 m	8.53 m	5				6	7	6	72.2%	69.7%	N	2040	5.0	20	1.3	6	4	2022
74161-02	2009	SW 25-08-29 W4M	Beaver Creek	Brocket	RLU-207G-060	Standard Bridge	SC	28	49	62	6.5 m	12.0 m	5	X	X	X	9	4	6	72.2%	71.3%	N	2030	5.7	0	2.6	11	20	2024
01135-01	1986	SW 16-07-29 W4M	Oldman River	Pincher Creek	RLU-208-100	Major Bridge	DBT/NU	MS300 DL				10.0 m	42m-42m-36.75m	6	X	X	X	6 / 8	8	6	77.8%	68.4%	Y	2055	10.7	0	6.0	3	69	2022
00451-01	1991	NE 31-07-01 W5M	Todd Creek	Lundbreck	RLU-208G-090	Standard Bridge	SC	28	49	62	8.8 m	3 x 11.0 m	5				7	7	6	77.8%	74.9%	N	2040	8.6	20		17	30	2021
74533-01	1982	SW 06-09-02 W5M	Cow Creek	Lundbreck	RLU-207G-060	Standard Bridge	SM	28	49	62	7.6 m	6.0 m	5	X		X	8	6	6	77.8%	77.8%	N	2032	7.6	0	1.7	1	1	2020
02064-02	2015	SW 14-04-29 W4M	Drywood Creek	Twin Butte	RLU-209G-090	Major Bridge	WG	L100 DL				7.2 m	31.0 m	4	X	X	X	8	8	7	88.9%	70.6%	Y	2065	7.2	0	4.0	10	17	2022
02488-01	2025	NW 26-7-2 W5M	Crowsnest River	Lundbreck	RLU-206G-60	Major Bridge	PT	28	49	62	4.2 m	30.5 m	5				9	8	6	94.4%	67.8%	Y	2080	4.9	0	4.4	1	39	2022
01529-01	1996	SW 30-08-01 W5M	Todd Creek	Lundbreck	RLU-209G-090	Standard Bridge	SC	28	49	62	8.0 m	12.0 m	8				9	8	6	94.4%	80.6%	N	2041	8	0	1.2	6	36	2020
00452-02	2010	NW 13-08-02 W5M	Cow Creek	Lundbreck	RLU-207G-060	Standard Bridge	SL	CL800 DL				8.9 m	12.8 m	5				9	9	6	100.0%	82.1%	N	2071	7.1	0	1.1	7	30	2025
71543-02	2008	SW 07-10-01 W5M	Callum Creek	Cowley	RLU-208G-090	Standard Bridge	SL	CL800 DL				9.0 m	2 x 12.8 m	6				9	9	7	100.0%	83.9%	N	2058	8	0	2.5	36	36	2024
72882-01	1993	SW 26-08-02 W5M	Cow Creek	Lundbreck	RLU-208G-090	Standard Bridge	SC	28	49	62	8.0 m	10.0 m	9				9	9	6	100.0%	85.2%	N	2041	8	0	3.0	10	60	2025
00449-02	2009	SW 28-05-29 W4M	Indianfarm Creek	Pincher Creek	RLU-208G-090	Standard Bridge	SL	28	49	62	9.0 m	2 x 10.0 m	8				9	9	8	100.0%	88.0%	N	2059	9	0	3.7	6	44	2021

COLOR CODING INFORMATION:

Maintenance or Replacement Work has been completed.

Work on Structures is in progress.

Structures highlighted in grey had further detailed analysis completed.

Allowable Loading Is Adequate

Allowable Loading is Substandard

Road Width < 5m

Road Width 5m-6m

Road Width 6m-7m

Road Width 7m +

High Priority for Repair

Medium Priority for Repair

Low Priority for Repair

Adequate or Better Condition

ERY =< 2025

ERY 2025 - 2030

ERY - 2030-2035

Height of Cover < 0.5 m

Height of Cover 0.5m - 0.7 m

Height of Cover 0.8m - 1.0m

No Detour Available

Detour Greater Than 20 km

Detour Between 10 and 20 km

Appendix D

Ten-Year Prioritization List

Municipal District of Pincher Creek No. 9
BRIDGE INSPECTION AND MAINTENANCE PROGRAM - 2025 ASSET MANAGEMENT & PLANNING - PRIORITIZED REPLACEMENT LIST

Bridge File #	Year Built	Location & Description	BIM Background Information / Comments / Maintenance Actions / Recommendations	BIM Estimated Replacement Year	Structural Condition Rating	Sufficiency Rating	Bridge File Inventory Background Information	Bridge File Review Commentary Prioritized Structures not Shaded. Structures Shaded in Green had work completed. Structures Shaded in orange have work in progress.	Estimated Preferred Maintenance Strategy or Replacement Alternative	TARGET Year	Estimated Maintenance Cost	Estimated Replacement Cost
75481 -01	1961	LOCAL ROAD OVER TRIBUTARY TO OLIN CREEK near COWLEY, AB "Olin" SW 23-09-01 W5M (1) 1525 mm dia. X 23.8 m CSP	This structure has 12% roof deflection (R=3) and 9% sidewall deflection (R=4). There is some corrosion with pitting occurring on the floor. There is also a rusty roof with a comment indicating this pipe was salvaged and the roof used to be the floor. There is hanging outlet (300mm) and no rip rap protection on either end but no noted erosion concerns.	2030	**33.3%**	**51.1%**	- 6.0 m roadway width, 30 deg. RHF skew, 2 m of cover - 2020 Est. AADT = 16 vpd - No detour route available - U/S below streambed, D/S above - 80 mm vertical seam separation - No rip rap but No scour/erosion - 2:1 side slopes - No road or channel alignment concerns - Class C Waterbody (Sept 1 to Aug15)	The MD of Pincher Creek reached out to Roseke Engineering in Sept 2023 to complete the preliminary engineering, aquatic assessment, detailed design, and STIP application. Roseke Engineering completed the preliminary engineering in the Fall of 2024 and proceeded to design the project in the Winter of 2024/2025. This project has been tendered and awarded to Vitae Environmental with construction planned to be completed by March 31, 2026 The replacement structure consists of two (2) 1200 mm diameter CSP with an invert length of 35.0 m. On-site detour being utilized with additional temporary workspace being accounted for. The road plan is also being modified throughout the entire quarter section to keep the road within the existing road allowance and encompass the longer culvert structure.	**Design Replacement Structure:** **(2) 1200 mm dia. X 33 m long CSPs** Engineer's C Estimate for Replacement: $329,370.00 **Vitae Environmental Bid Price: $277,910.00**	**2026**	$ -	$ 353,668
76203 -01	1965	LOCAL ROAD OVER ERNST CREEK near MAYCROFT, AB "West End Maycroft" NW 26-10-03 W5M (1) 2490 mm (span) x 1750 mm (rise) x 20.1 m SPCSP Pipe Arch	This structure has 3 cracked rings (#6,#7 & #8). There is a minimum 85 mm of steel remaining. It results in the sidewall being rated a 3. There is minimal deflection in this pipe. Some corrosion with scaling along the floor at U/S end. Heavy natural vegetation with rip rap at both ends. Some additional rip rap placed at SE to direct flow. No maintenance action made for cracked rings at this time. Continue to monitor.	2037	**33.3%**	**54.2%**	- 9.4 m roadway width, 30 deg. LHF skew - 2017 Est. AADT = 146 vpd. - 50 km detour route - 1.2 m of cover. - 3:1 side slopes - No bevel ends. - U/S Invert 300 mm below, D/S Invert 200 mm above streambed - No scour/erosion concerns - Mapped Class D but <2 km to Class B (Sept 1 to Aug 15). Bull Trout and Other SARA listed species. - On the Gap Road/ Maycroft Road. - BIS DA = 16 km^2, Q = 11 m^3/s	Roseke completed the preliminary engineering for this crossing in 2025. It was recommended that the existing pipe be replaced with (2) 1800 mm diameter x 30 m CSP. This structure was estimated to be the most economical solution that meets the geometric, hydraulic and environmental conditions of this site. This is a sensitive stream containing bull trout. STIP Funding has been applied for in 2025. Maycroft Road is a busy road. **MD has already contributed approximately $15,758 to this project.**	**Recommended Maintenance Action:** **Replace Structure with (2) 1800 mm dia. x 30 m CSP** **Preliminary Work Complete.** **STIP Funding applied for 2025.** **B Estimate = $473,120**	**2026**	$ -	$ 522,989
71542 -01	1967	LOCAL ROAD OVER INDIAN CREEK near MAYCROFT, AB "East End Maycroft" SE 07-10-01 W5M (1) 2030 mm (span) x 2240 mm (rise) x 31.7 m SPCSP	This structure has isolated perforations in the roof of Ring 5, Ring 6 and Ring 7. Roof currently rated 3. There is also isolated perforations in Ring 1 on the floor. Roof Deflection is near 4% and the sidewall deflection near 3%. The coating rating is 3 based on the perforations. Largest Perforation is 60 mm x 10 mm. Recommendation was made to Monitor Roof and floor perforations at 1/2 cycle (every ~ 2 years)	2035	**33.3%**	**56.5%**	- 7.6 m Roadway Width, 30 deg. LHF skew - 2020 Est. AADT = 36 vpd. - Detour length = 28 km. - 3.4 m of cover - 2:1 Side slopes - No scour/erosion concerns - Rip Rap U/S and D/S 300-400 mm - HWM Mark is above top of culvert. - Outlet is above streambed - Inlet is below streambed 200 mm - Class C Waterbody (Sept 1 to Aug 15) - BIS DA = 13 km^2, Q = 7 m^3/s	Roseke Engineering completed a preliminary engineering report in September 2025 and recommended a replacement structure 2700 mm in diameter and approximately 48 m long be installed at this location. A staged construction approach is being utilized. No fish present, but potential future improvements along the stream may be completed by AEPA in the future to improve the quantity and quality of the aquatic environment. A STIP Application was submitted in 2025 for funding. **The MD has already contributed approximately $15,000 to this project for the preliminary work**.	**Estimated Replacement Structure:** **(1) 2700 mm dia. X 48 m long CSP** **B Estimate = $569,320**	**2026**	$ -	$ 620,512
01348 -01	1969	LOCAL ROAD OVER CONNELLY CREEK near LUNDBRECK, AB "Connelly Road" SW 03-08-02 W5M (1) 3000 mm x 48.8 m SPCSP	This structure has two cracked rings (R5 and R6) with 145 mm of steel remaining. No significant deflection present. There is minor surface rust (R=5) with a comment that there are rust spots 15-20 mm in diameter in Rings 4-10. The vertical and horizontal alignment are rated 4 due to the structure being on a long curve with hills to the east and west.	2030	**44.4%**	**49.8%**	- 7.0 m roadway width, 30 degree RHF skew - 2019 Est. AADT = 16 vpd. - No detour route available - 5.2 m of cover - 2:1 side slopes - Class 2 rip rap U/S and D/S. - U/S below streambed 100 mm, D/S above 300 mm - No HWM visible - Actual size 3050 mm dia. - Class C Waterbody (Sept 1 to Aug 15) - BIS DA = 36 km^2, Q = 16 m^3/s	There are no current maintenance actions for this structure. A review of historical inspections indicates that the cracked seams were identified during the 2019 inspection and are currently stable as of 2024. The MD should continue to monitor the cracked seams at regular cycles. If it is found, that the cracks are growing, and there is less than 100 mm of steel remaining, the elements will be down rated to a "3" rating. At that time, the MD should increase the inspection cycle to monitor or complete additional repairs to the cracked seam at that time. If corrosion is a concerning factor at that time, full replacement may be required. You could assess for a liner, but I suspect that fish passage will need to be accommodated and the inverts are above streambed and inhibit passage. Due to the reduction in cross-sectional area it is unlikely that a liner will be adequate for these conditions. The MD of Pincher Creek is planning on utilizing funding from the Watercourse Crossing Remediation Grant Program for this crossing. A STIP Application has also already been submitted for 2025 for the remaining balance above $600K. Roseke Engineering is proceeding with the preliminary engineering now to verify the appropriate strategy and/or replacement structure type estimated to be 3300 mm in dia. **Total cost allocated to this so far is: approximately $15,000.**	Recommended Maintenance Action: Continue Monitoring Cracked Seams If conditions worsen in next 5-10 years **Estimated Replacement Year = 2030** **Estimated Replacement Structure** **(1) 3300 mm x 65m CSP** **Construction A Estimate = $1,057,800**	**2026**	$ -	$ 1,134,056

Bridge File #	Year Built	Location & Description	BIM Background Information / Comments / Maintenance Actions / Recommendations	BIM Estimated Replacement Year	Structural Condition Rating	Sufficiency Rating	Bridge File Inventory Background Information	Bridge File Review Commentary Prioritized Structures not Shaded. Structures Shaded in Green had work completed. Structures Shaded in orange have work in progress.	Estimated Preferred Maintenance Strategy or Replacement Alternative	TARGET Year	Estimated Maintenance Cost	Estimated Replacement Cost
73608 -01	1966/ 1921	LOCAL ROAD OVER WATERTON RIVER near HILL SPRING, AB "Twin Butte Road" NE 34-03-28 W4M 3 Span Bridge (8.5 m - 61 m 8.5 m TH) on a Treated Timber and Steel Substructure	This structure is located SW of Hill Spring on a Range Road 282A from Twin Butte. The structure was cored in October of 2021 and rot was confirmed in P1P3 and P2P6 has beginning rot. Rot in pile A2P2, rated 3. Several of the stringers are cracked with rot in Sp1-S2, Sp3-S1,S13 - rated 3. The wearing surface has significant abrasion and wear, the wheel guards have been damaged but still functional. 2 layer flex beam, with 5 missing slice bolts at Sp.1 - Sp. 3.	2030	**33.3%**	**43.1%**	- 4.9 m clear roadway, 7.0 m roadway width. The inspection indicates its on a zero degree skew - 2.4 m of cover - Crossing of the Waterton River. Mapped Class C on Pincher Creek Management Map. (Sept 1 to Aug 15) - 2022 Est. AADT = 87 vpd - 16 km detour length - BIS DA = 220 km2	The Structural Condition Rating is 33.3% and the Sufficiency Rating of 43.1% in 2025. With the decreased general rating from 4 to 3 for the substructure elements drastically decreased the overall rating of the substructure. At this time, it is assumed that the life of the structure can be extended by completing maintenance which would include the replacement of wind bracing, some piles, some stringers, and possibly upgrading the timber wearing surface. This option is expected to be more economical and will provide an estimated 10-15 years of life at which time additional maintenance on other timber elements may be required. If replacement is warranted, pending a complete review of hydrology, hydraulics, and fish passage requirements - install a (4) span 20 m - 20 m - 20 m - 20 m SLC 700 standard bridge at the existing location. A standard bridge would be the preferred option due to the reduced costs, but the length and height of the required structure may dictate the preferred strategy. Roseke Engineering has been asked to provide a proposal for the preliminary work on this crossing.	**Recommended Maintenance Action** **Complete Bridge Repairs** Estimated Replacement Structure: (4) Span 20 m SLC 700 or a Major Bridge if determined by Preliminary Engineering	**2027**	$ 525,000.00	$ 5,140,680
00673 -01	1958	LOCAL ROAD OVER OLIN CREEK near COWLEY, AB "Skyline Road" SE 21-09-01 W5M (1) 2040 mm (span) x 2240 mm (rise) x 54.3 m SPCSP	This structure has 8% roof deflection and 6% sidewall deflection. There are also 3 cracked seams along the north side of Rings #18, #19, & # 20 with only 90 mm of steel remaining. Minor superficial corrosion is present. Missing bolts in roof, loose bolt sections in R14-R17. Poor horizontal and vertical alignment (R=4) due to crossing being located on a curve with hills to the north and south.	2028	**33.3%**	**45.8%**	- 9.3 m roadway width, zero degree skew - 7.1 m of cover - 2:1 side slopes - 2018 Est. AADT = 36 vpd. - 41 km detour length - Some Class 2 rip rap U/S. No erosion. Invert 200 mm below streambed. - Class 2 rip rap D/S. No erosion. Invert above 200 mm. - Class C Waterbody (Sept 1 to Aug 15) - No historic flow information available	The cracked seams were stable from 2014 until the last inspection in 2023 at which time it was noted that the remaining steel has reduced to 90 mm and the deflections have increased by approximately 2.0%. The current maintenance action is to monitor the cracked seams at half cycles (every 36 months). The change in stability is a bit concerning and continued monitoring should be completed to verify if the deficiencies are worsening. It will be an expensive replacement project due to the high depth of fill, and the detour requirements. Maintenance should be completed to maximize design life span if possible. At that time, the MD should evaluate the potential for a liner to be installed. Since the completion of the preliminary and design for BF 75481 located upstream of this crossing, we know there is al ow potential for fish to be in this creek due to its ephemeral nature, so a liner evaluation should be conducted to confirm feasibility from a hydraulic and environmental stand point. This is the Skyline Road, so there is no available detour. On-site traffic accommodation measures will likely be required. Replacement prior to failure should be planned to minimize impacts on local landowners. Roseke has been asked to provide an engineering proposal for the work on this crossing.	**Recommended Action:** **Continue Monitoring Cracked Seams & Deflections.** **Plan For Replacement.** Assess for liner and/or auguring, but replacement likely required in 5 years. **Estimated Replacement Structure** **(1) 3000 mm x 60 m CSP**	**2027**	$ -	$ 849,150
02360 -01	1955	LOCAL ROAD OVER A TRIBUTARY TO THE OLDMAN RIVER near PINCHER CREEK, AB "Ashvale Road" NW 18-08-29 W4M (1) 1451 mm (span) x 1600 mm (rise) x 60.5 m long SPCSP Ellipse	This structure is located on a local road with poor vertical and horizontal alignment (R=4). There is corrosion along the floor and extensive perforations in ring 3. (R=4). A maintenance recommendation was made to monitor these perforations at a reduced cycle (~2 years). There is 4% - 6% barrel deflection. No other concerns were identified.	2030	**33.3%**	**46.4%**	- 7.0 m roadway width, zero degree skew. - 2020 Est. AADT = 13 vpd - 3 km detour available - 8.0 m of cover, 2:1 side slopes - U/S Invert below streambed 200 mm. 300 mm Rip Rap - No erosion - D/S Invert below streambed 200 mm. - 400 mm Rip Rap - No erosion. - Unmapped Class D Waterbody - BIS DA = 8 km^2, Q = 6 m^3/s.	Upon review, it was found that the extensive perforations in the floor were recently downgraded from "isolated" which they were since they have been identified since 2015. The perforations are also located approximately 10 - 13 m from the upstream end where there is reduced loading but they are now worsening. Deflections have remained stable, but the SCR has been reduced due to the change in perforation classification. Depending on the hydraulic and environmental requirements, the installation of a liner may be permissible. Oversized replacement ends could be installed. A concrete floor may be able to be installed. Pending further hydraulic review and considerations for fish passage will not likely be required due to the presence of a small reservoir downstream. With the height of fill, a liner may be permissible if some backwater can be temporarily stored.. A geotechnical evaluation may be required due to the total depth of fill if replacement is required. Auguring may also be an option.	**Recommended Maintenance Action:** **Install a 1219 mm dia. x 70 m SWSP Liner** Estimated Replacement Structure (1) 2000 mm diameter x 70 m CSP	**2027**	$ 479,250	$ 743,700
07080 -01	1974	LOCAL ROAD OVER DUNGARVAN CREEK near TWIN BUTTE, AB "Oil Basin Road" SW 17-03-29 W4M (1) 4070 mm (span) x 4480 mm (rise) x 37.2 m SPCSP	This structure has a cracked roof seam in Ring 10. There is an estimated 60 mm of steel remaining between the cracked bolt holes. This condition is driving the "3" Rating. There are isolated perforations in the floor in ring 1, and minor surface rust. Deflections are at 1%. There is a scour hole at the downstream end, but the rating is still adequate and there is rip rap protection. The current maintenance recommendation is to monitor the cracked roof seam.	2030	**33.3%**	**54.1%**	- 8.0 m roadway width, 30 degree LHF skew. - 3:1 side slopes & 1.0 m of cover - Concrete End Treatment U/S - Class 1 U/S - no erosion - Class 3 D/S with scour hole R=5 - 7 km Detour Length - 2020 Est. AADT = 15 vpd. - Poor channel alignment at U/S - BIS DA = 23 km^2, Q = 39 m^3/s. - D/S Structure is 6.7 m Concrete Box. - Bank Protection added to road at SW.	Minimum cover requirements for a structure this large is 1.18 m which is 0.18 m greater than what is there based on the information on the BIM form. The noted cracked roof seam is in the last ring which suggests it is not under loading from the road. The cracked roof seam has been there since 2002. Based on the current condition of the pipe in combination with the type and location of the deficiency identified, the immediate course of action is to continue monitoring this culvert. The MD of Pincher Creek obtained the services of Roseke Engineering in 2022 to complete preliminary engineering which was completed in March 2023. That preliminary report recommended that a (3) span Type SL510 Girder Bridge be installed at the crossing as it's the most hydraulically beneficial and provides the most value due to the increased lifespan over a CSP alternative. Preliminary work was funded through the Watercourse Crossing Remediation Grant Program. **Total Contribution already made = $15,758.00** Project on hold due to funding limitations and road usage. Landowner has also indicated they prefer a CSP, but not recommended. Bull Trout present. Sensitive environmental concerns.	**Replacement Structure:** **(3) Span (8m-12m-8m) SL510 Girder Bridge on Steel Substructure** **B Estimate = $1,540,700**	**2028**	$ -	$ 1,650,700

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74906 -01		LOCAL ROAD OVER FOOTHILL CREEK near PINCHER CREEK, AB SW 06-05-29 W4M 8.5 m HC Girder Bridge on a Timber Substructure	The 2025 inspection has revealed that this structure has worsened due to the deterioration of the girders and the rot in the piles and a cap. The guardrail has blunt ends that is creating a hazard. There is cracking and spalling occurring throughout the girders. There is poor channel alignment. In September of 2021, a level 2 timber coring inspection was completed and it was found that there is t rot in the timber elements, including: Abutment 1 has isolated rot at Piles #2 & #4 (R=4) There is also isolated rot and beginning rot in the cap (R=3) Abutment 2 has isolated rot in pile 2 and pile 6 (R=4) and no rot in the cap.	2030	**33.3%**	**55.8%**	- 6.4 m clear width, 6.6 m roadway width, 15 deg. RHF Skew. - 2020 Est. AADT = 32 vpd - 2 km detour route available - HWM not visible - No scour/erosion concerns - Poor channel alignment - skew does not match creek - Mapped Class D Waterbody - BIS DA = 54 km^2. - BF 08685 is D/S - BIS DA = 13 km^2, 4 m^3/s - Historic Flood Photo shows water at girder level with significant overbank flooding.	An evaluation should be completed to determine if more value is provided by performing repairs and/or replacing this structure. At this time, it is believed that maintenance should be completed to fix timber substructure elements. but the girders should be replaced and that may not provide additional value if there are remaining timber elements with a reduced life span. If the assessment determines that the cost of repairs does not provide value based on the estimated life span provided, replacement may be warranted depending on the structure type. Full hydrological and hydraulic study should be completed to verify. Fish passage may or may not be required, pending further review. A large culvert structure may be sufficient or a replacement standard bridge may be required. Preliminary Engineering should be completed to verify the appropriate course of action. At this time, it is presumed that replacement will be preferred due to the overall age and condition of the structure.	Recommended Action: Complete Maintenance: Replace Timber elements with rot (piles and cap) Replace a minimum of two girders. Possibly more due to current 4 rating for others. Maintenance may extend the life an additional 10 years. **Estimated Replacement Structure:** **(2) 3300 mm dia. x 32 m CSP or a single span standard bridge.**	**2028**	$ -	$ 448,800
13960 -01	1961	LOCAL ROAD OVER A TRIBUTARY TO OLDMAN RIVER near COWLEY, AB "Lower Tennessee Road" SE 11-08-01 W5M (1) 1450 mm (span) x 1600 mm (rise) x 49.4 m SPCSP	This structure has 14% roof deflection (R=3) and 11% sidewall deflection (R=3). There is also a hole in the roof in R5 and isolated perforations in R2,R4,R5, and R9 on the floor. The floor and coating are rated 4. Regional Consultant commented on form indicating deflections have been stable since 1993. Continue Monitoring.	2031	**33.3%**	**58.1%**	- 7.7 m Roadway Width, Zero deg. Skew. - 8.6 m of Cover - 1.5:1 side slopes. 3:1 from shoulder to fence line. - 2021 Est. AADT = 70 - 6 km Detour Route - Rip Rap appears adequate U/S & D/S - No scour/erosion concerns. - D/S Invert above Streambed. U/S Invert below 600 mm (45%) - HWM not visible - Class B Waterbody by default. (Sept 1 to Aug 15) - BIS DA = 5 km^2, Q = 4 m^3/s - Small reservoir downstream - potentially steep slopes	This structure corrosion problems, deflections and it is under 8.5 m of fill. An extensive hydraulic review and liner feasibility study will be required to determine if a 1219 mm diameter liner can be installed at this location. Based on the structures downstream, and upstream, a 2000 mm diameter structure is likely required. Additionally, this structure connects to the Oldman Reservoir, and fish passage requirements will need to be assessed. The downstream structure and/or the small reservoir downstream may act as barriers to fish. If fish passage is not an issue, and backwater can be temporarily stored upstream, then a liner may work. Otherwise full replacement with a 2000 mm diameter x 55 m CSP may be required. Pending further review, the MD may be able to line the existing CSP and tunnel a secondary SWSP next to it to accommodate flows. A detailed preliminary engineering report should be completed to verify the correct strategy, but at this time it is assumed that full replacement will be required. The road can be closed during construction due to an available detour route.	**Estimated Replacement Structure:** **(1) 2000 mm dia. X 55 m long CSP**	**2028**	$ -	$ 518,930
84522 --01	2003	MUNICIPAL ROAD OVER A TRIBUTARY TO OLDMAN RIVER near COWLEY, AB "Lank Bridge Road" SW 28-08-01 W5M (1) 1800 mm dia. x 28.0 m CSP	This structure has isolated perforations in Ring 1 and Ring 3. The sidewall and coating are both rated 4 as a result. Recommendation was made to monitor perforations at 1/2 cycle (every 2 years)	2046	**33.3%**	**60.2%**	- 9.3 m clear width, 9.3 m roadway width, 30 deg. LHF Skew. - 2040 Est. AADT = 38 vpd - 26 km detour route available - HWM not visible - No scour/erosion concerns - Poor channel alignment - 90 deg. turn to the right at D/S end - Unmapped Class C Waterbody - No BIS Data Available	This structure has corrosion problems, with minimal deflections and is under 1.4 m of fill. An extensive hydraulic review and liner feasibility study will be required to determine if a 1572 mm diameter liner can be installed at this location. There are no structures on the watercourse. Additionally, this structure connects to the Oldman Reservoir, and fish passage requirements will need to be assessed. The downstream structure and/or the small reservoir downstream may act as barriers to fish. If fish passage is not an issue, and backwater can be temporarily stored upstream, then a liner may work. Otherwise full replacement with a 2000 mm diameter x 30 m CSP may be required. A detailed preliminary engineering report should be completed to verify the correct strategy, but at this time it is assumed that full replacement will be required. The road can be closed during construction due to an available detour route.	**Estimated Replacement Structure:** **(1) 2000 mm dia. X 30 m long CSP**	**2028**	$ -	$ 283,050
01113 -01	1971	LOCAL ROAD OVER A TRIBUTARY TO OLDMAN RIVER near PINCHER CREEK, AB "Demotsu Loop" SE 31-07-29 W4M (1) 2322 mm (span) x 2560 mm (rise) x 48.5 m SPCSP	This structure has poor alignment due to the presence of a intersection 50 m to the west, its on a long horizontal curve, and in a valley with hills in both directions. There is also an erosion gully along the west side. Approach Road GR = 4. There are 4 cracked seams with a minimum of 50 mm of steel remaining. Roof deflection is 7%, Sidewall deflection is 6%. Sidewall R =3. Roof R = 5. There is also superficial corrosion along the floor. There is some erosion at the downstream end. The bank above the culvert has sloughed 92 m (2007 Note).	2033	**33.3%**	**41.3%**	- 7.7 m Roadway Width, Zero deg. Skew. On a curve. Y Intersection 50 m S. - 2:1 Side slopes & 7.5 m of cover - U/S End 1 m below streambed. - D/S End 300 mm below streambed. - 300 mm Rip Rap both ends - 2 km Detour length - 2018 Est. AADT = 2- vpd. - Some siltation in pipe. - Tributary to Oldman Reservoir. Unmapped. Class C by default. (Sept 1 to Aug 15). - Listed as Tennessee Creek (BIS) - Small Reservoir D/S impedes flow to Oldman Reservoir. When Oldman is a FSL, it backs up to this reservoir. - High fill with some backwater storage available. I also think this culvert is on a steep slope. - BIS DA = 31 km^2, BIS Q = 13 m^3/s	The cracked seams were first identified in 2002 and have been stable since. There is a minor change in deflection since then and the coating on the floor is rated 5 (superficial rust). Based on the aerial imagery, the overflow channel from the D/S reservoir is assumed to go dry annually due to the storage provided so fish passage may not be a design constraint but considerations of sedimentation will be required. This structure may also have a steep slope that may also impede passage. Further environmental evaluation required. At this time, the three preferred options are estimated to be: 1. Pending a complete review of hydrology, hydraulics and fish passage requirements - install a 2134 mm (84") diameter x 55.0 m long SWSP Liner 2. Install a liner and tunnel a second pipe beside the liner. Geotechnical investigation and confirmation of fish passage required to confirm feasibility. 3. Open cut installation of (1) 3000 mm dia. x 55.0 m CSP. Localized Detour not required. The MD could also potentially close this road due to minor local detour being available but it might cause push back from 2 landowners. Recommend continue monitoring of cracks and deflections on half cycle until replacement is completed. Consider a road closure in lieu of replacement.	Estimated Replacement Structure: (1) 3000 mm dia. X 55 m long CSP Concrete End Treatment Required at U/S **Maintenance Action:** **Install a Liner Pending Review of Environmental Concerns.** **Or Remove Structure**	**2029**	$ 550,060.00	$ 849,150

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08685 -01	1965	LOCAL ROAD OVER FOOTHILL CREEK near TWIN BUTTE, AB "Bird Road" SW 05-05-29 W4M 3 Span (6.1 m each) PG Girder Bridge on a Treated Timber Substructure	The most recent inspection and ratings indicate this structure is in fair to good condition with some deficiencies: There is no guardrail. There is some minor spalling occurring on the tops of the girders. There are six girders with wide cracks or spalling occurring outside the anchorage zone. One girder has narrow shear cracks. No other concerns were noted on the most recent inspection. However, in September of 2021, a level 2 timber coring inspection was completed and it was found that there is significant rot in the timber elements, including: Abutment 1 has rot with a void forming in Pile #3 (R=3) Pier 1 has rot with void in the shim cap (R=3) and beginning rot in the cap and pile 1 (R=4) Pier 2 has beginning rot in Piles 1,3 and 4 (R=4) and in the shim cap. the top Cap has extensive rot with a void forming (R=3) Abutment 2 has significant rot in the top cap R=3 These "3" ratings signify a medium priority for repair and where not included in the level 1 inspection.	2030	**38.9%**	**53.4%**	- 6.4 m clear roadway, 6.8 m roadway width, zero degree skew - no guardrail - HWM 2.0 m below deck top - Mapped Class D Waterbody - 2.70 m pier height - BIS DA = 31 km^2, Q = 28 m^3/s	An evaluation should be completed to determine if more value is provided by performing repairs and/or replacing this structure. At this time, it is believed that maintenance should be completed to fix timber substructure elements. Consideration for girder replacement should also be included. The installation of guardrail as well. If the assessment determines that the cost of repairs does not provide value based on the estimated life span provided, replacement may be warranted depending on the structure type. Full hydrological and hydraulic study should be completed to verify. Ratings from the Level 2 Coring inspection should be included on next BIM inspection.	**Recommended Maintenance Action:** **Replace Rotten Cap, Rotten Piles, Cracked Girders and Install Guardrail** Maintenance may extend the life an additional 10-15 years. Revised Estimated Replacement Year = 2039 Estimated Replacement Structure: Either a Standard Bridge consisting of 3 x 8 m spans. or (2) 3600 mm dia. x 32 m CSP	**2029**	$ 375,000	$ 1,560,660
71266 --01	1953/ 1953	LOCAL ROAD OVER CONNELLY CREEK near LUNDBRECK, AB "Olsen Road" SE 36-07-02 W5M Single Span (6.1 m) PG Girder Bridge on a Treated Timber Substructure	Bow Valley Bridge Services cored this structure in October of 2021. A1 Isolated rot over pile 3, rated 4. AZ rot over pile 1 and pile 2, rated 3. This rating signifies a medium priority for repair. A1, G2 wide longitudinal crack in AZ with spalling. Rated 3+1 for PG's.	2030	**38.9%**	**54.1%**	- 6.1 m clear roadway, 5.6 m roadway width, zero degree skew - HWM 1.0 m below deck top - Unmapped Class D Waterbody - 3.00 backwall height - BIS DA = 109 km², Q = unknown	An evaluation should be completed to determine if more value is provided by performing repairs and/or replacing this structure. At this time, it is believed that maintenance should be completed to fix timber substructure elements. Consideration for girder replacement should also be included. If the assessment determines that the cost of repairs does not provide value based on the estimated life span provided, replacement may be warranted depending on the replacement structure type. Full hydrological and hydraulic study should be completed to verify.	At this time, maintenance is probably the preferred course of action to extend the Estimated Replacement Year: **Recommended Maintenance Action:** **Replace Rotten Caps** Maintenance may extend the life an additional 10-15 years. Revised Estimated Replacement Year = 2040 Estimated Replacement Structure: Either a Standard Bridge consisting of a single span 8 m. or (2) 3000 mm dia. x 28 m CSP	**2029**	$ 240,000.00	$ 1,181,040
00488 --01	1958/ 1958	LOCAL ROAD OVER FOOTHILL CREEK near PINCHER CREEK, AB "Jenkins Road" SW 26-05-28 W4M (3) 3 Span (6.1 m each) PG Girder Bridge on a Treated Timber Substructure	Several things were noted on the 2024 inspection: Some spalling was noted on the outside of curbs. Precast units tied together. Vertical flexure cracks on most girders. At north pier 2nd and 5th from the west at corner and supported by pier cap. G7 span 1 wide longitudinal crack out of AZ. Spalling on PC joints throughout up to 60 mm wide. G3 P1 wide longitudinal crack in AZ. Rebar exposed midspan in sound concrete. Timber components were cored by Bow Valley Bridge Services in Nov of 2021. Beginning rot in pier cap over pile 4. Pier 2 Pile 2 extensive beginning rot in bottom approx. 2m.	2031	**38.9%**	**55.5%**	- 6.4m clear roadway, 7.4 m roadway width, zero degree skew - HWM 0.8 m below deck top - Mapped Class C Waterbody - 2.90 m pier height - Coring completed Nov 2021 - PG Girders cracking - 2024 Est. AADT = 84 vpd. - No scour/erosion concerns noted. - Detour length = 11 km - BIS DA = 31 km², Q = 17 m³	An evaluation should be completed to determine if more value is provided by performing repairs and/or replacing this structure. At this time, it is believed that maintenance should be completed to fix timber substructure elements. Consideration for girder replacement should be considered. This structure could also be considered for replacement due to the combined deficiencies in the girders and the timber structure components. If the assessment determines that the cost of repairs does not provide value based on the estimated life span provided, replacement may be warranted depending on the structure type. Full hydrological and hydraulic study should be completed to verify.	**Recommended Maintenance Action:** **Splice Rotten Piles and Replace Girders** Maintenance may extend the life an additional 10-15 years. Revised Estimated Replacement Year = 2035 Estimated Replacement Structure: 3 Span Standard Bridge or (2) 3600 mm x 38 m CSP	**2030**	$ 325,000.00	$ 1,679,210
01077 -01	1963	LOCAL ROAD OVER FOOTHILLS CREEK near PINCHER CREEK, AB "SGT Wilde Rd" NW 12-05-29 W4M 3 Span (6.1m Each) HC Girder Bridge on a Treated Timber Substructure	This structure has minor spalls in the deck top and curbs. There is no guardrail at this site and the timber bridge rail is showing signs of decay. There is 1 girder rated 3 due to wide longitudinal cracks in two legs in the AZ with unsounds concrete (Sp. 2 G4). Five other girders have the same condition with sound concrete. Three other girders have cracking limited to a single leg. The caps were installed on abutments and piers in March of 2017 with steel bearing plates. Piles were cored in July 2016 by BVBS. A2-P5 was spliced with new H-Pile. P2-P2 was showing signs of rot at the waterline. Recommendation was made to replace bridge rail.	2032	**38.9%**	**60.1%**	- 7.3 m Clear Roadway Width - Zero degree skew - Bird Nests - Some maintenance completed. - No guardrail - inadequate bridge rail - HC Girders cracking - New caps and 1 new pile (2017) - Coring completed 2016. - 2021 Est. AADT = 38 vpd. - No scour/erosion concerns noted. - Detour Length = 8 km. (REL Est. 6km) - Mapped Class D Waterbody. - Q = 15.3 m^3/s in 1993 (WSC) - Bridges U/S and D/S, Pier Height 4 m.	This structure had maintenance completed in 2017 (New Caps) and now 11 of 29 girders have deficiencies. The guard rail and bridge rail are also inadequate to protect the public from the hazards. Option #1 - Complete a detailed investigation of girders. Consider completing updated level 2 coring to verify timber condition. Replace approximately half of all girders (Est. 15). Install new bridge rail and guardrail. Option #2 - Replace Bridge. Cannot confirm if large double culvert configuration (Est. 2 x 3600 mm diameter) or standard bridge will be preferred. Three 8.5 m span bridge U/S, single 8.5 m span bridge D/S. Cost-benefit analysis required to verify appropriate strategy. At this time, it is estimated that a standard bridge will be preferred based on extended design life provided. Hydrological and Geotechnical information required to confirm. At this time, considering that some maintenance has been completed - the preferred alternative is replace half of the girders and upgrade the railing to extend the ERY by 10-15 years. A detailed preliminary engineering report should be completed to assess maintenance costs vs. replacement costs with respect to design life span and potential impacts to the environment and users.	**Recommended Maintenance Action:** **Replace Girders, Replace Bridge Rail and Install Guardrail.** Maintenance may extend the life an additional 10-15 years. Revised Estimated Replacement Year = 2037 Estimated Replacement Structure: 3 Span Standard Bridge or (2) 3600 mm dia. x 40 m CSP	**2030**	$ 325,000	$ 1,747,140

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02070 --01	1965/ 1965	LOCAL ROAD OVER INDIAN FARM CREEK near PINCHER CREEK, AB "Chipman Road" NW 10-06-29 W4M 3 Span (6.1-8.5-6.1) HC Girder Bridge on a Treated Timber Substructure	Bow Valley Bridge Services cored the structure in November of 2021. The coring inspection confirmed rot in the Pier cap and beginning rot in the west cap. There is also spalling in A1-G5, S2-G9, and P1-G2. Medium cracks in P1-G5 and wide cracks in S2-G5. Soundness could not be confirmed. The inspection recommended replacing the cracked sway brace at P2, and replacing the cap at P1.	2036	**38.9%**	**60.7%**	- 7.3 m Clear Roadway Width - Zero degree skew - Not attenuated guardrail - HC Girders cracking - Coring completed 2021. - 2023 Est. AADT = 30 vpd. - No scour/erosion concerns noted. - Detour Length = 7 km. - Unmapped Class D Waterbody. - Q = 42 m^3/s, DA = 65 km^2 - Bridge D/S, Pier Height 4 m.	An evaluation should be completed to determine if more value is provided by performing repairs and/or replacing this structure. At this time, it is believed that maintenance should be completed to fix timber substructure elements. Consideration for girder replacement should be considered. This structure could also be considered for replacement due to the combined deficiencies in the girders and the timber structure components. If the assessment determines that the cost of repairs does not provide value based on the estimated life span provided, replacement may be warranted depending on the structure type. Full hydrological and hydraulic study should be completed to verify.	At this time, maintenance is probably the preferred course of action to extend the Estimated Replacement Year: **Recommended Maintenance Action:** **Replace Rotten Caps** Maintenance may extend the life an additional 10-15 years. Revised Estimated Replacement Year = 2046 Estimated Replacement Structure: Standard Bridge consisting of a dual span 12 m - 12 m SL510 Girder Bridge	**2030**	$ 375,000.00	$ 1,447,440
02069 --01	1962/ 1962	LOCAL ROAD OVER INDIAN FARM CREEK near PINCHER CREEK, AB "Bird Road" NW 08-05-29 W4M Single Span 8.5 m Type HC Girder Bridge on a Treated Timber Substructure	Bow Valley Bridge Services cored the structure in November of 2021. The coring inspection confirmed isolated rot in A1-P5,P6 and A2-P1. The girders showed significant cracks and spalls, as described below; - A1 G5 small hole, medium longitudinal crack in AZ, west leg - A2G1 small longitudinal crack starting in AZ, west leg - A2G9 spall, west leg - A1G8 flexural crack across roof - A2G7 wide longitudinal crack in both legs in AZ The existing maintenance recommendation was to preform a splice repair on piles that showed isolated rot. As this inspection was done almost 4 years ago it is unlikely that the rot remained isolated but a level 2 inspection should be completed to confirm the extent of rot in the timber members.	2026	**38.9%**	**66.6%**	- 7.3 m Clear Roadway Width - 15 deg RHF degree skew - HC Girders cracking - Coring completed 2021. - 2023 Est. AADT = 30 vpd. - No scour/erosion concerns noted. - Detour Length = 6 km. - Unmapped Class D Waterbody. - Q = 42 m^3/s, DA = 65 km^2 - Bridge and Culverts U/S, Culvert D/S	An evaluation should be completed to determine if more value is provided by performing repairs and/or replacing this structure. At this time, it is believed that a cost benefit analysis should be completed after the structure has a level 2 coring inspection completed to assess the severity of rot in the timber components. Consideration for girder replacement along with pile replacement should be considered. This structure could also be considered for replacement due to the combined deficiencies in the girders and the timber structure components. As well as the relatively low cost of replacement considering the structure upstream under highway 22 is a dual 2000 mm dia. structure and this crossing would likely be similar. If the assessment determines that the cost of repairs does not provide value based on the estimated life span provided, replacement may be warranted depending on the structure type. Full hydrological and hydraulic study should be completed to verify. There are two options for this crossing: Option #1 - Continue monitoring structure - implement load restriction if condition worsens. Plan for repairs, replacement or remove from inventory. Option #2 - Complete maintenance to replace isolated rot in the abutment piles. Then continue to monitor other timber components until replacement is warranted.	At this time, replacement is probably the preferred course of action: **Recommended Replacement Alternative:** **(2) 2000 mm x 32 m Corrugated Steel Pipes**	**2030**	$ -	$ 603,840
76636 -01	1962	LOCAL ROAD OVER A TRIBUTARY TO CASTLE RIVER near PINCHER CREEK, AB "McRae Road" SE 17-06-01 W5M (1) 2134 mm (span) x 1549 mm (rise) x 15.2 m SPCSP Pipe Arch	This structure is located in a sag curve with a vertical alignment rating of 3. Roof deflections are near 6% and sidewall deflections are near 3%. There is also 8 cracked bolts in Ring 3 with a minimum of 190 mm of steel remaining. There is a note that this pipe washed out in 1995. Superficial corrosion is present.	2023	**44.4%**	**42.2%**	- 6.0 m roadway width, zero degree skew - No detour route available - 2017 Est. AADT = 18 vpd. - 0.9 m of cover - 2:1 side slopes - The U/S end is 20 mm above streambed. - The D/S end is 600 mm above streambed. - New rip rap placed in 1995 - HWM 1 m above crown - Class C Waterbody (Sept 1 to Aug 15) - U/S Structure is 2200 mm dia. BF 75099 - BIS DA = 16 km^2, Q = 8 m^3/s BF 75099 - BIS DA = 13 km^2, Q = 7 m^3/s BF 76636	The cracked seam in Ring 3 just appeared following the last inspection but there is quite a bit of steel remaining. Corrosion is not an issue at this time, but the limited cover in combination with the pipe shape and cracked seams require that monitoring be continued at regular intervals. If the cracks worsen, seam repairs and/or additional increased monitoring frequency should be completed to extend the life span of the structure further. The structure is known to be undersized due to historic washouts, and fish passage will need to be maintained. Consequently, a liner is not expected to be feasible and full replacement will be required in the future. An on-site detour will likely be required for construction. Grade line improvements should also be considered to improve cover and level of safety.	At this time, maintenance is probably the preferred course of action to extend the Estimated Replacement Year: **Recommended Maintenance Action:** **Continue Monitoring Cracked Seams** If conditions worsen in next 5-10 years Repair Cracked Seam, Increase Monitoring Frequency, or plan for replacement. Revised Estimated Replacement Year = 2037 Estimated Replacement Structure (1) 2200 mm x 32 m CSP	**2031**	$ -	$ 322,110

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02187 -01	1968	LOCAL ROAD OVER A TRIBUTARY TO DUNGARVAN CREEK near TWIN BUTTE, AB NW 27-03-29 W4M Single Span (6.1 m) on Treated Timber Substructure	There is poor alignment at this structure. Rating = 3. Kink and sharp drop to bridge. Curve off of bridge on north side. There is also poor drainage as water runs onto the deck from both sides. A new wearing surface as installed in 2008 and is now dirt covered. The bridge rail is split, spliced and rotten. There are two rotten posts and the coating is wearing off. There is no guardrail at this location. It is suspected that piles 3,4 and 5 at abutment 1 have rot. it is also suspected that piles 1,3,4 and 5 at abutment 2 have rot. There was also some potential bulging occurring at the 3rd pile on abutment 2. Abutment 1 appears to be moving. The struts are in poor condition. #1 and #5 are bowed. This structure is used daily by a local farmer. A level 2 Timber Coring Inspection was completed September 23, 2021. Pile 2,3, and 5 are showing signs of bowing. Pile 5 had beginning rot in two bottom cores. No other rot was found. R=3 for the piles.	2024	**44.4%**	**50.5%**	- 6.1 m clear roadway, 4.0 m roadway width, zero degree skew, - 2019 Est. AADT = 10 vpd - 3 km Detour length - No scour protection except for some 300 mm rip rap at the SW corner. No erosion concerns noted at this time. - 3.0 m backwall height. - HWM 1.0 m below top of curb - Unmapped Class B Waterbody (Sept 1 to Aug 15) - No BIS Available. U/S Structures provide an estimated 30 km^2 DA, and a flow of Est. 15 m^3/s	The need for this structure should be evaluated as it appears to be on an undeveloped road with poor alignment but is apparently used by single farmer/landowner on a daily basis. There are four options for this crossing: Option #1 - Remove the structure from Service. Option #2 - Continue monitoring structure - implement load restriction if condition worsens. Plan for repairs, replacement or remove from inventory. Option #3 - Complete Maintenance - Replace Timber Bridge Rail, Complete a pile splice repair, install (2) struts. However, there are also 3 piles showing signs of bowing. Consider additional pile repairs or drive new additional piles. Option #4 - Replace Structure with a large diameter culvert structure. Estimate (2) 3300 mm x 28 m CSP's. At this time, Roseke feels that it is an expensive asset to maintain for use by a single landowner and the MD consider removing this structure from inventory. If it is desirable to keep it, the MD should could continue to monitor (Option #2) and plan for significant repairs/replacement in 5-10 years.	**Recommended Maintenance Action:** **Replace Timber Rail, Complete Pile Repairs, and Install Struts.** Maintenance may extend the life an additional 10 years. Revised Estimated Replacement Year = 2037 Estimated Replacement Structure: Large Diameter Culvert(s) (2) 3300 mm dia. x 28 m CSP	**2031**		$ 871,790
74110 -01	1957	LOCAL ROAD OVER TODD CREEK near BURMIS, AB "Willow Valley Road" SW 36-09-03 W5M (1) 2130 mm (span) x 1550 mm (rise) x 17.1 m SPCSP Pipe Arch	This culvert has minimal cover over it and there are four cracked seams with a minimum of 127 mm of steel remaining. Roof deflection is near 3%, and sidewall deflection is near 2%. Sidewall and seams are rated 4. No other concerns were noted.	2025	**44.4%**	**53.3%**	- 6.4 m roadway width, zero degree skew - 0.5 m of cover - 3:1 side slopes - 2017 Est. AADT = 25 vpd - No detour route available - U/S Invert is 100 mm above streambed, there is no rip rap, but there is no erosion either. - D/S invert is heaving 100 mm, and is 400 mm above the streambed. No rip rap present and no scour/erosion identified. - HWM not visible - Class C Waterbody (May 1 to Aug 15 and Sept 16 to April 15) - BIS DA = 15 km^2, Q = 9 m^3/s	There are no current maintenance actions for this structure. A review of historical inspections indicates that the cracked seams were identified during the most recent inspection in 2017. The cracked seams are likely due to the pipe shape in combination with the low cover over the structure. The MD should continue to monitor the cracked seams at regular cycles. If it is found, that the cracks are growing, and there is less than 100 mm of steel remaining, the elements will be down rated to a "3" rating. At that time, the MD should increasing the inspection cycle to monitor or complete additional repairs to the cracked seam at that time. Consideration for improving the height of cover may also help alleviate structural concerns. You could evaluate for a liner, but I suspect that fish passage will need to be accommodated and the inverts are above streambed and inhibit passage. Due to the reduction in cross-sectional area it is unlikely that a liner will be adequate for these conditions. An-onsite detour strategy will likely be required.	**Recommended Maintenance Action:** **Continue Monitoring Cracked Seams** If conditions worsen in next 5-10 years Repair Cracked Seam, Increase Monitoring Frequency, or plan for replacement. Revised Estimated Replacement Year = 2035 Estimated Replacement Structure (1) 2700 mm x 28 m CSP	**2031**		$ 734,820
01528 -01	1953	LOCAL ROAD OVER PINCHER CREEK near PINCHER CREEK, AB "Christie Mines Road" NW 25-05-01 W5M 3 Span (6.1 m Each) PG Girder Bridge on a Treated Timber Substructure	This structure has a treated timber bridge rail and posts that are deteriorating. R = 4. There is no guardrail at this location. 3 of 27 Girders have wide longitudinal cracks outside the anchorage zone and some minor spalling. Caps and Piles were cored in 2016. No rot in caps except for Pier 2 sub cap and the east cap which had rot beginning. The piles were also cored in 2016 at which time 9 of 14 pier piles and 4 of 14 abutment piles had beginning rot. Piles rated 4 at abutments and 3 at piers. Sheathing is missing on the bottom two rows at the piers. The backwalls are missing lower planks, and there is a broken plank at the N. Abutment. The nose plates are too high by approximately 1 m. There is scour at the piers 0.6 m deep. There is also channel alignment concerns - the creek turns right (north) approx. 20 m U/S and drift gets caught at the SE corner. A guide bank at the north has washed out previously. No other scour/erosion concerns noted at this time.	2028	**44.4%**	**56.2%**	- 7.2 m roadway width, 45 deg. LHF skew - 5 km detour length - 2020 Est. AADT = 54 vpd - Backwall height is 3.60 m, pier height listed as 2.20 m? - Rip Rap placed at U/S N. bank. - No scour noted at abutments. - Class B Waterbody due to Proximity to Pincher Creek (Sept 1 to Aug 15) - Historic Flood Photo shows significant drift accumulation that resulted in the roadway being washed out. Scour along banks - flow was full width of channel.	This structure requires that repairs be made to several timber substructure elements, since coring was completed 6 years ago. Based on the deficiencies identified and the work involved to complete maintenance, even low priority elements should be repaired or the potential additional life span may not be fully realized. It is estimated that 13 of 28 piles would need splice repairs, 2 pile caps would need to be replaced and backwall sheathing would need to be repaired or replaced. It is recommended that a full life cycle cost analysis be completed to confirm the appropriate strategy at this site. The overall repair costs are expected to be substantial in relation to the potential life span achieved and the MD may be better off replacing this structure with a newer larger standard bridge capable of handling larger flows and drift considering that a washed out has occurred at this location before. At this time, it is presumed that a longer standard bridge structure will provide better value and reduce the overall risks.	At this time, it is preferred to monitor the structure and complete a full life cycle cost analysis. Pending further review, it is estimated that a replacement standard bridge structure will be preferred **Estimated Replacement Structure** **3 Span (8m-10m-8m) SL510 Girder Bridge on a Steel Substructure**	**2032**		$ 1,900,320
00471 -01	1960	LOCAL ROAD OVER A TRIBUTARY TO PINCHER CREEK near PINCHER CREEK, AB "Christie Mines Road" SW 02-06-01 W5M (1) 1830 mm dia. X 36 m SPCSP	This structure has 9% roof deflection and 5% sidewall deflection. In addition, there is one cracked seam (Ring 3) with 128 mm of steel remaining. Ring 2 is torn on the floor at the downstream south side. There is corrosion along the floor with isolated perforations. There is a T intersection 20 m south and it is located on a curve. No scour/erosion concerns noted. No maintenance actions made at this time.	2033	**44.4%**	**56.4%**	- 8.9 m roadway width, 30 degree LHF skew - 2018 Est. AADT = 100 vpd. - 6 km Detour length - 3.4 m of cover - 1.5:1 side slopes - U/S End heaving 100 mm and Below streambed 200 mm - D/S end above streambed 500 mm - HWM not visible - Class B Watercourse due to proximity to Pincher Creek (Sept 1 to Aug 15). SARA listed species.	This structure has a cracked seam and corrosion issues which are contributing to the low ratings. There is no maintenance action to be completed at this time. The MD should continue to monitor this structure. The cracked seam has been identified since 2008 but the isolated perforations in the floor have just appeared since the last inspection (2018). Considering that the cracked seam appears stable, the MD should plan to replace the structure once the perforations worsen. This is expected to occur within 5-10 years and pending no other change to the condition of the cracked seam. A liner is the preferred future maintenance action, but further review will be required to confirm if it is permissible based on the deflections and the hanging outlet. The upstream structure was liner with a 1372 mm dia. SWSP in 2025, and flow is subsurface downstream so fish impacts can be avoided. The deflection issues and pipe alignment need to be verified, but a liner is preferred.	**Recommended Maintenance Action:** **Install a 1372 mm dia. x 40 m SWSP Liner** Revised Estimated Replacement Year = 2029 Estimated Replacement Structure (1) 2400 mm x 40 m CSP	**2032**	$ 452,880.00	$ 841,380

Bridge File #	Year Built	Location & Description	BIM Background Information / Comments / Maintenance Actions / Recommendations	BIM Estimated Replacement Year	Structural Condition Rating	Sufficiency Rating	Bridge File Inventory Background Information	Bridge File Review Commentary Prioritized Structures not Shaded. Structures Shaded in Green had work completed. Structures Shaded in orange have work in progress.	Estimated Preferred Maintenance Strategy or Replacement Alternative	TARGET Year	Estimated Maintenance Cost	Estimated Replacement Cost
74175 -01	1958/ 1958	LOCAL ROAD OVER KETTLES CREEK near PINCHER CREEK, AB "Trombley Road" SW 35-05-30 W4M Single Span (6.1 m) Type PG Girders on Treated Timber Substructure	The girders were last inspected on August 20, 2020 and were found to have the following deficiencies: - G2, G4, G5 have wide longitudinal cracks in sound concrete in AZ - 1 point increase applied for PH girders A level 2 Timber Coring Inspection was completed November, 2021. No rot was found in the piles but isolated beginning rot was discovered on A2's cap above P3.	2030	**44.4%**	**57.5%**	- 8.2 m roadway width - 2025 Est. AADT = 54 vpd. - 3 km Detour length - 2.10 m greatest breast wall height - HWM not visible - Unmapped Class D Watercourse (No RAP period) - BIS DA = 13 km², no flow information available - 2700 mm dia. D/S after confluence with another tributary.	This structure has several cracked girders and rust stains from exposed stirrups. The most recent inspection carried over the girder ratings from the previous 2020 inspection. The girders have likely deteriorated since they were last seen 5 years ago. Timber components were cored by Bow Valley Bridge Services in Nov. 2021. Isolated rot was discovered in the cap of A2 over Pile 3. As this structure was cored nearly 5 years ago, it is recommended that prior to any maintenance or replacement work being completed that a level 2 inspection be completed to better determine the severity of the rot and girder deficiencies.	Recommended Maintenance Action: Continue Monitoring Rot and Girder Cracks Revised Estimated Replacement Year = 2032 **Estimated Replacement Structure** **(1) 2700 mm x 30 m CSP**	**2033**	$ -	$ 543,460
08686 --01	1959/ 1959	LOCAL ROAD OVER INDIAN FARM CREEK near PINCHER CREEK, AB NW 16-05-29 W4M 3 Span (6.1 m Each) PG Girder Bridge on a Treated Timber Substructure	Minor damage to guardrail at SW corner, guardrails not attenuator Longitudinal cracks in AZ in sound concrete outside leg at A1-G8 30 mm gap between curb girder & girder at NE North span This structure was cored in Nov 2021. The coring inspection confirmed the following: - No rot found in abutment piles or caps - Pier 2 cap has beginning rot over pile 5 - Pier 1 Pile 2 beginning rot - Pier 1 Pile 4 extensive rot	2024	**44.4%**	**58.5%**	- 7.4 m roadway width - 2023 Est. AADT = 40 vpd. - 9 km Detour length - 4.00 m greatest pile height - HWM 2.5 m below top of curb - Unmapped Class D Watercourse (No RAP period) - BIS DA = 23 km², Q = 17 m³/s - 2865 mm (span) x 3150 mm (rise) x 26.2 m long ellipse U/S of the crossing.	With beginning rot in P1P2 and the Pier 2 cap, as well as extensive rot in P1P4. It is recommended that a level 2 inspection be completed to ensure that the Nov 2021 coring results are still accurate to the scope of rot occurring in the timber components of the structure. With the girders being in good condition it is likely that replacing the pier cap and pier piles is likely to be suitable to achieve another 10-15 years out of the structure. Alternatively, a replacement standard bridge may be required.	At this time, maintenance is probably the preferred course of action to extend the Estimated Replacement Year: **Recommended Maintenance Action:** **Replace Rotten Caps and Pier Piles** Maintenance may extend the life an additional 10-15 years. Estimated Replacement Structure - 3 Span Standard Bridge	**2033**	$ 325,000	$ 1,645,580.00
74425 -01	1955	LOCAL ROAD OVER A TRIBUTARY TO GLADSTONE CREEK near BEAVER MINES, AB "Gladstone Intersection" NW 23-05-02 W5M (1) 1429 mm (span) x 1575 mm (rise) x 43.3 m SPCSP Ellipse	This structure is located 50 m north of a "Y" Intersection and there is a hill to the north but the alignment elements are rated 5. The upstream end has no scour and erosion issues and there is no rip rap. The bevel is off level at bit, but no concerns were identified. There is 8% roof deflection and 11% sidewall deflection. Both rated 4. There are isolated perforations in the floor of ring 2 and a 50 mm floor bulge. There is minor surface rust elsewhere, with some staining around the bolts. The downstream end is hanging 0.5 m above streambed and there is some rip rap that appears to be adequate.	2030	**44.4%**	**59.5%**	- 9.0 m roadway width, zero deg. Skew. - 2020 Est. AADT = 90 vpd - 72 km detour route - side slopes are 3:1 to fence line and 2:1 beyond - There is 5.2 m of cover - U/S Invert below streambed 200 mm, Downstream above 500 mm. - 300 mm rip rap D/S, None U/S. - Class C Waterbody (Sept 1 to Aug 15) - BIS DA = 13 km^2, Q = 4 m^3/s	Upon review of historical inspections it appears as though the deflections have been present since 2005 and increased only 1% in 2021. Continued monitoring should be completed. Additional maintenance will be required if deflections exceed 15%. Corrosion is also a concern and there are isolated perforations so it is probably wise to plan for replacement in the future. This structure is on a road with no detour and 5.2 m of cover. Fish passage will likely need to be accommodated since it outlets into Gladstone Creek <2 km downstream. The structure size appears to be adequate, although there is room for backwater. Will probably have to oversize to maintain burial depth and minimize velocities for passage.	Recommended Maintenance Action: Continue Monitoring Deflections **Revised Estimated Replacement Year = 2033** **(1) 2000 mm diameter x 48 m CSP**	**2033**	$ -	$ 491,730
06836 -01	1953	LOCAL ROAD OVER TODD CREEK near LUNDBRECK, AB "Willow Valley Road" SW 06-05-29 W4M 8.5 m HC Girder Bridge on a Timber Substructure	The most recent inspection and ratings indicate this structure is in fair to good condition with some deficiencies: There is no guardrail. There is some cracking occurring on the curbs. The timber bridge rail is in poor condition. The backwall is missing planks. rot is suspected in the piles. there is some erosion under the south backwall. No other concerns were noted on the most recent inspection. However, in September of 2021, a level 2 timber coring inspection was completed and it was found that there is t rot in the timber elements, including: Abutment 2 has beginning rot in Piles #2 & #6 (R=4) Abutment 1 has significant rot in the cap (R=3) and beginning rot in piles #3 and #5. These "3" ratings signify a medium priority for repair and where not included in the level 1 inspection.	2031	**44.4%**	**60.1%**	- 7.0 m clear roadway width, zero deg. Skew. - 2020 Est. AADT = 36 vpd - 10 km detour route - No guardrail - HWM not visible - Some scour under south backwall - Class C Waterbody (Sept 16 to Apr 15 and May 1 to Aug 15) - BIS DA = 54 km^2. - D/S Structure is 3 span VS Girder Bridge (BF 02370) Hwy 22 - BIS 2360 DA = 83 km^2, Q = 24 m^3/s.	An evaluation should be completed to determine if more value is provided by performing repairs and/or replacing this structure. At this time, it is believed that maintenance should be completed to fix timber substructure elements. Consideration for girder replacement and bridge rail replacement should also be included. The installation of guardrail as well. If the assessment determines that the cost of repairs does not provide value based on the estimated life span provided, replacement may be warranted depending on the structure type. Full hydrological and hydraulic study should be completed to verify. Fish passage will be required, but pending review of flows, may allow for a large dual culvert structure to be installed. There is no available detour route - Its actually very long and the adjacent landowner has buildings on both sides of the creek. Consideration for traffic accommodation measures will be required. Ratings from the Level 2 Coring inspection should be included on next BIM inspection.	**Recommended Maintenance Action:** **Replace Rotten Cap, Rotten Piles, Cracked Girders and Replace Bridge Rail** Maintenance may extend the life an additional 10-15 years. Revised Estimated Replacement Year = 2039 Estimated Replacement Structure: Either a single 12 m span standard bridge or (2) 3000 mm dia. x 32 m CSP	**2033**	$ 245,000	$ 530,580
77192 -01	1970	LOCAL ROAD OVER A TRIBUTARY TO CASTLE RIVER near PINCHER CREEK, AB "West of Honey Lane" SE 27-06-01 W5M (1) 1500 mm dia. X 32.9 m CSP	This structure has a hill to the east with a 9% grade and a long hill to the west. There is 9% sidewall deflection (R=4) and 6% roof deflection. There is superficial corrosion on the floor and some ponding at the downstream end due to a deep burial depth (600 mm). No erosion concerns noted but a local farmer indicated high water has been 1 m over the crown.	2028	**44.4%**	**60.9%**	- 6.5 m roadway width, 30 deg. RHF skew - 2018 Est. AADT = 17 vpd. - No Detour route available - 2:1 side slopes - 5.5 m of cover - U/S Invert below stream bed 500 mm - D/S Invert below stream bed 600 mm - No scour / erosion concerns noted - HWM 1 m above crown - Class C Waterbody (Sept 1 to Aug 15) - BIS DA = 5 km^2, Q = 2 m^3/s (Likely More based on comments)	This structure serves 2 landowners and there is no available detour route. It is undersized based on the estimated high water mark. The deflections have been present since 2000 and have increased approximately 1% for the sidewall and 2% for the roof. It appears to have been stable through the past 2 decades. There is also superficial corrosion along the floor. The MD should continue to monitor the deflections. If they exceed 15% additional maintenance will be required. Pending a review of the corrosion issues at that time, full replacement may be warranted. Due to the proximity to Pincher Creek, the environmental requirements, and the deflections, and historic flow levels, liners are not assumed to be adequate. Full replacement will likely be required at the end of its service life.	Recommended Maintenance Action: Continue Monitoring Deflections Estimated Replacement Structure (1) 16000 mm dia. x 36 m CSP	**2033**	$ -	$ 305,030

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75801 -01	1953	LOCAL ROAD OVER A TRIBUTARY TO OLDMAN RIVER near COWLEY, AB "Northern Skyline" SW 09-10-01 W5M (1) 1455 mm (span) x 1600 mm (rise) x 25.0 m CSP Ellipse	This pipe has 19% roof deflection (R=3) and 13% sidewall deflection (R=3). Vertical Steel Struts were installed at this location in 2024. The ratings remain as is, until the next inspection at which time the struts can be proven effective, and the rating will increase to a "4" with the struts present. SCR expected to increase to 44.4% There is only minor superficial corrosion at this location. There is a scour hole downstream for which a maintenance recommendation was made to place additional rip rap.	2034	**33.3%**	**51.0%**	- 8.0 m roadway width, zero deg. Skew - 2021 Est. AADT = 132 vpd - No available detour route on BIM - 2.4 m of cover - 3:1 side slopes - Hill to north and south. No alignment concerns noted. - U/S Invert 400 mm, D/S Invert is below 100 mm. - D/S Scour hole 3m x 5m x 1m - No HWM visible. - Mapped Class D but 2 km to Class C (Sept 1 to Aug 15) - Small reservoir D/S. - BIS DA = 8 km^2, Q = 5 m^3/s	Deflections are expected to remain stable since the vertical steel struts were installed. The structure appears to be undersized in width due to high outlet velocities that cause a scour hole at the downstream end and likely impedes fish passage. However, there is small reservoir downstream D/S that is assumed to be a barrier to fish. Only minor superficial corrosion indicated on BIM, so it is recommended that regular inspection be completed until perforations develop and further action is required. Replacement alternatives will likely consist of a 2200 mm diameter x 35.0 m in 10-15 years (Estimate 2040). **Total Estimated Maintenance Cost: $45,0000** Strut installation completed by Elkhorn Welding. Engineering by Roseke Engineering.	**Completed Maintenance Action:** **Installed Vertical Timber Struts** Maintenance may extend the life an additional 10 years. Revised Estimated Replacement Year = 2035 Estimated Replacement Structure: (1) 2200 mm x 35.0 m CSP	**2034**	-	$ -
73602 -01	1972	LOCAL ROAD OVER A TRIBUTARY TO GLADSTONE CREEK near PINCHER CREEK, AB SE 31-05-01 W5M (1) 1745 mm (span) x 1901 mm (rise) x 72.5 m SPCSP Ellipse	This culvert is located on a local road leading to a gravel pit 50 m west of Hwy 775 just upstream of BF 76203. This culvert is located on a long curve but the alignment is rated acceptably. This structure has 8% roof deflection and 7% sidewall deflection. Both R=4). There is superficial corrosion on the roof and floor and some water infiltration due to seams not being well nestled. There is a scour hole at the downstream end 3m x 4m x 1.2 m deep and the outlet is hanging 800 mm above streambed. Recommendation was made to place 60 cu.m. of Class 1 rip rap at downstream end.	2034	**44.0%**	**56.4%**	- 5.0 m roadway width, zero degree skew - No available detour route - 2021 Est. AADT = 18 vpd - 10.1 m of cover - 2.5:1 side slopes - U/S Invert below streambed 100 mm, no rip rap but no erosion. - D/S Invert is 800 mm above streambed and there is a large scour hole with no rip rap. - HWM not visible - Unmapped Class C waterbody (Sept 1 to Aug 15)	Upon review of historical inspections it appears as though the deflections have been present since 2000 and are stable. Continued monitoring and routine maintenance should be completed. Additional maintenance will be required if deflections exceed 15%. Otherwise plan for replacement in the future. This structure is on an access road with no detour and high fills. Fish passage will likely need to be accommodated. Appears to possibly be undersized due to high outlet velocities. Fish passage likely currently impeded. Due to height of cover, SPCSP may be required. Concrete Box may be required due to extended life span provided. Replacement is expensive and extensive planning should be completed to verify best alternative. The MD may also be able to realign the road south of the crossing to the next access road to avoid need for this structure.	Recommended Maintenance Action: Continue Monitoring Deflections **Revised Estimated Replacement Year = 2033** **Estimated Replacement Structure** **(1) 2400 mm x 2400 mm x 76 m Precast Concrete Box**	**2034**	$ -	$ 1,720,940
78427 -01	1980	LOCAL ROAD OVER A TRIBUTARY TO BEAVER CREEK near BROCKET, AB "East Sheep Camp Road" SE 25-08-29 W4M (1) 1600 mm dia. X 44 m CSP	This structure has 10% roof deflection (R=4) and 8% sidewall deflection (R=4). There is also some minor surface corrosion noted (R=7). There is a 6m x 3m x0.5 m deep scour hole at the downstream end. No other concerns were identified. If deflections near 15%, struts should be installed.	2035	**44.4%**	**58.1%**	- 8. m roadway width, 30 deg. LHF skew - 2019 Est. AADT = 25 vpd - 6 km detour route - 3.5 m of cover - 3:1 side slopes -500 mm rip rap U/S. Invert 200 mm below streambed - 600 mm rip rap D/S. Invert 200 mm below streambed - HWM not visible - mapped Class C Waterbody (May 1 to Aug 15) - No BIS flow data available.	Upon review of historical inspections it appears as though the deflections have been present since 1994 and is relatively stable. Minor changes occurred during this time. Continued monitoring should be completed. Additional maintenance will be required if deflections exceed 15%. There is an available local road detour for construction. The structure is on a class waterbody, but confirmation of fish presence is required due to potential channel disconnects and a potential barrier downstream. it is assumed that fish passage will likely need to be accommodated at this time but further review should be completed as the channel also appears to go dry. The structure is assumed to be adequate for flows but it is well protected with rip rap so confirmation of velocities will be required.	Recommended Maintenance Action: Continue Monitoring Deflections **Estimated Replacement Structure** **(1) 1800 mm diameter x 46 m CSP**	**2034**	$ -	$ 390,610
01410 -01	1958	LOCAL ROAD OVER A 2nd TRIBUTARY TO THE WATERTON RIVER near BROCKET, AB "Jenkins Road" SW 14-05-28 W4M (1) 1429 mm (span) x 1575 mm (rise) x 40.7 m CSP Ellipse	This culvert has 8% roof deflection (R=5) and 9% sidewall deflection (R=4). The pipe is not well aligned and there is 110 mm circumferential seam separation. There is minimal cover and the structure is under a T-intersection. No scour/erosion concerns noted. Concrete Rip Rap (800 mm in dia.) at D/S. Hanging D/S End (700 mm).	2029	**44.4%**	**60.3%**	- 8.4 m roadway width, 40 deg. RHF skew - 3 km detour length - 2018 Est. AADT = 16 vpd - 0.9 m of cover - 3:1 side slopes - No scour/erosion concerns - No HWM visible - 300 mm dia. Rip Rap at U/S - Unmapped Class D Waterbody - Possibly Class C (Sept 1 to Aug 15)	The deflections have been present since 2003 although some minor changes have occurred. Corrosion is not currently an issue, and continued monitoring should be completed at regular cycles to monitor. If deflections increase to 15% in either direction, further action would be required. Eg. Temporary struts or full replacement.	Recommended Maintenance Action: Continue Monitoring Deflections **Estimated Replacement Structure** **(1) 1600 mm x 42 m CSP**	**2034**	$ -	$ 317,021
07982 -01	1982	LOCAL ROAD OVER A TRIBUTARY TO DUNGARVAN CREEK near TWIN BUTTE, AB "Allred N. Road" SW 20-03-29 W4M (1) 2280 mm dia. X 40.2 m SPCSP	There is a hill to the south and to the north of this culvert. This structure has moderate rust on the floor (R=5). Roof and sidewall deflections are 10% and 9% respectively. Other than the scour hole at the downstream end, there are no other significant concerns. Maintenance recommendation was to place 60 cu.m of Class 2 at the downstream end.	2028	**44.4%**	**60.4%**	- 6.8 m roadway width, zero degree skew - 2020 Est. AADT = 36 vpd - 5 km detour route - 5.6 m of cover - 2.5:1 side slopes - U/S invert below streambed 500 mm and no scour/erosion - D/S Invert above streambed 300 mm with 3m x 5m scour hole - HWM not visible - Class B Waterbody (Sept 1 to Aug 15)	Upon review of historical inspections it appears as though the deflections have been present since 1998 and are relatively stable. Continued monitoring should be conducted and additional maintenance will be required if deflections exceed 15%. Otherwise plan for replacement in the future. Maintenance not likely to be permitted due to fish passage requirements. Road can be closed for construction, detour available.	**Recommended Maintenance Action:** **Continue Monitoring Deflections** Estimated Replacement Structure 2700 x 48 m CSP	**2034**	$ -	$ 611,390

Municipal District of Pincher Creek No. 9
BRIDGE INSPECTION AND MAINTENANCE PROGRAM - 2025 ASSET MANAGEMENT & PLANNING - PRIORITIZED REPLACEMENT LIST

Bridge File #	Year Built	Location & Description	BIM Background Information / Comments / Maintenance Actions / Recommendations	BIM Estimated Replacement Year	Structural Condition Rating	Sufficiency Rating	Bridge File Inventory Background Information	Bridge File Review Commentary Prioritized Structures not Shaded. Structures Shaded in Green had work completed. Structures Shaded in orange have work in progress.	Estimated Preferred Maintenance Strategy or Replacement Alternative	TARGET Year	Estimated Maintenance Cost	Estimated Replacement Cost
00760 -01	1959/ 1959	LOCAL ROAD OVER INDIAN FARM CREEK near PINCHER CREEK, AB "Chipman Road" SE 03-06-29 W4M 2 Span (6.1 m Each) PG Girder Bridge on a Treated Timber Substructure	This structure was cored in July 2016 by Bow Valley Bridge Services. At that time only A1 P3 had beginning rot. Though many of the pules had previously split and have been banded. The girders on this structure are relatively good according to the most recent BIM inspection. The only comment is that Span 1 G5 has a wide longitudinal crack in the AZ rated "4"	2034	**44.4%**	**60.4%**	- 6.4 m clear roadway width, zero deg. Skew. - 2025 Est. AADT = 18 vpd - 7 km detour route - HWM 1.6 m below top of curb. - No scour noted - Mapped Class D Waterbody (No RAP) - BIS DA = 54 km^2. - D/S Structure is 3 span VS Girder Bridge (BF 02370) Hwy 22 - BIS 00760 DA = 60 km^2, Q = 6 m^3/s.	Since the coring inspection was completed almost 10 years ago its recommended that the MD continue monitoring the structure to ensure the rot has not passed the beginning stage in A1P3 and is not suspected to be occurring in any other timber components. Maintenance may be considered if things worsen.	Recommended Maintenance Action: Continue Monitoring for Rot Complete pile repairs and/or consider new level 2 inspection if level 1 inspection identifies more deficiencies. **Estimated Replacement Structure** **(1) 2400 mm x 42 m CSP**	**2034**	$ -	$ 271,730
74048 -01	1962	LOCAL ROAD OVER TODD CREEK near BURMIS, AB "Willow Valley Road" NW 36-09-03 W5M (1) 1830 mm (span) x 1120 mm (rise) x 15.8 m Pipe Arch	This structure has 13% roof deflection (R=3) and only 2% sidewall deflection. There is minor superficial corrosion and no erosion concerns were noted. Vertical Treated Timber Struts were installed in 2024	2029	**44.4%**	**49.2%**	- 6.0 m Roadway width.15 deg. LHF skew. - No Detour available. - 2019 Est. AADT = 20 vpd - 3:2 side slopes & 0.6 m of cover - No Bevel Ends - U/S invert Below streambed 50 mm - D/S invert Above streambed 100 mm - No Rip Rap protection (minimal) - No scour/erosion problems - HWM Not visible - Class C Waterbody (May 1 to Aug 15 and Sept 16 to April 5)	Vertical timber struts were installed in Fall of 2024 by TA Excavating as an additional item to the work done at BF 84367 (South Todd Creek) . The installation of Vertical Timber Struts has added approximately 10 years to the lifespan of the existing structure. Replacement alternative will likely consist of a double 1200 mm dia. x 28 m culvert configuration due to low cover. Alternatively, if permitted - a grade raise would be required to facilitate installation of a 1500 mm dia. CSP. The dual pipe configuration is expected to be better for velocities and reduced roadway work costs. Fish passage will need to be considered and there is no available detour so a localized detour will be required. **Total Completed Project Cost was: $62,422.84**	**Timber Vertical Struts installed Fall 2024** Revised Estimated Replacement Year = 20345 Estimated Replacement Structure: (2) 1200 mm dia. x 30 m CSP	**2035**	-	-
02419 --01	1965/ 1965	LOCAL ROAD OVER FOOTHILL CREEK near PINCHER CREEK, AB NE 34-04-29 W4M 3 Span (6.1 m Each) HC Girder Bridge on a Treated Timber Substructure	SW and SE guardrail turndown ends damaged. Bird nests on site Girder Defects as noted: - S1G3 west leg narrow crack outside of AZ - S1G9 wide longitudinal crack out of AZ in both legs (girders are rated 5) Structure was cored by BVBS in November 2021 the coring revealed beginning rot in the east end of P1s cap and rot in the east end of the P2s cap rated "3". No rot was found in any other timber members at the time of coring.	2036	**44.4%**	**62.9%**	-7.3 m clear roadway width, zero deg. Skew. - 2024 Est. AADT = 40 vpd - 8 km detour route - HWM 1.6 m below top of curb. - No scour noted - Mapped Class D Waterbody (No RAP). - D/S Structure is 3 span VS Girder Bridge (BF 02370) Hwy 22 - BIS 00760 DA = 60 km^2, Q = 6 m^3/s.	This structure was included as part of the assessment because there was a medium priority rating for the rot present in the pier caps at the time of the coring inspection. As this inspection was completed 4 years ago, it's likely that the rot has become more severe since this inspection was completed. It is recommended prior to any maintenance being completed that another inspection be completed to confirm the extents of the rot present at the site. At this time, pending any further timber defects, the preferred strategy is to replace the caps. An additional 10-15 years of life can potentially be obtained until rot appears in the other timber elements.	**Recommended Maintenance Action:** **Complete a level 2 Coring Inspection. Following Results Consider Replacing Rotten Caps** Maintenance may extend the life an additional 10-15 years. Revised Estimated Replacement Year = 2039	**2035**	$ 485	$ 1,560,660.00
01839 --01	1964/ 1964	LOCAL ROAD OVER FOOTHILL CREEK near PINCHER CREEK, AB "Bruder Road" SW 02-05-29 W4M 3 Span (8.5 m Each) HC Girder Bridge on a Treated Timber Substructure	Girder defects as noted: - Spalling & drift pin exposure, no rust. - P2G7 wide longitudinal crack in AZ - SP2G1 spalling rebar exposed out of AZ - P2G1 minor spalling medium longitudinal crack in AZ - A1G2 wide long crack in AZ both legs - P1G1, G2, G3, G4 wide long crack in P2. 1 leg only - P2 G7 spall, rebar exposed in AZ. Piles cored by Bow Valley Bridge Services in November of 2021 - Pier 3, P2 beginning rot bottom core - Pier 1, P2 beginning rot - Pier 1 and 2 cap isolated beginning rot - No rot in sub cap - Piles previously banded	2030	**44.4%**	**64.7%**	-8.3 m clear roadway width, zero deg. Skew. - 2020 Est. AADT = 37 vpd - 8 km detour route - HWM not visible. - No scour noted - Mapped Class D Waterbody (No RAP). - D/S Structure is a single span VS Girder Bridge (BF 09213) - No BIS information available	This structure requires that repairs be made to several timber substructure elements, since coring was completed 6 years ago. Based on the deficiencies identified and the work involved to complete maintenance, even low priority elements should be repaired or the potential additional life span may not be fully realized. It is estimated that 2 piles would need splice repairs, and 2 pile caps would need to be replaced. It is recommended that a full life cycle cost analysis be completed to confirm the appropriate strategy at this site. The overall repair costs are expected to be substantial in relation to the potential life span achieved and the MD may be better off replacing this structure with a newer standard bridge capable of handling larger flows and drift. With only a single span bridge downstream of the crossing, it is possible that a dual or tiple culvert structure could facilitate flows through the crossing. Preliminary engineering should be completed to confirm the best suitable replacement crossing when required. For budgetary purposes, a replacement bridge structure is being assumed.	**Recommended Maintenance Action:** **Complete a level 2 Coring Inspection. Following Results Consider Replacing Rotten Components** Maintenance may extend the life an additional 10-15 years. Pending further investigation, replacement may be warranted pending costs: Estimated replacement structure is a 8 m - 10 m - 8 m SL510 Grider Bridge on a Steel Substructure	**2035**	$ 500,000	$ 156,680.00
00479 --01	1926/ 1926	LOCAL ROAD OVER DRYWOOD CREEK near TWIN BUTTE, AB "Bonertz Road" NE 12-04-29 W4M 3 span (10m - 53.3 m - 8.5 m) TH bridge on Treated Timber Substructure	Guardrail broken and splintered at NE. Bridge rail post blocking, rotting, split and cracked behind flex beam - 7 at each side. New Strip Deck installed in 2018 Significant erosion and scour affecting pier stability. Approximately 8.6 m of pile remains below ground at SW of pier based on markings from driving. Erosion at south pier at west end. Class 1 and 2 rip rap placed at toe of south head slope. Erosion at south pier with loose, easily erodible material.	2042	**50.0%**	**30.6%**	-6.0 m clear roadway width, zero deg. Skew. - 2022 Est. AADT = 36 vpd - 3 km detour route - HWM not visible. - Significant scour present at pier - Mapped Class C Waterbody (Sept 1 to Aug 15) - BIS 00479 DA = 271 km2, Q = 284 m^3/s.	A new inspection was complete in 2025, but not downloadable at the time of this report. Maintenance action includes the recommendation to monitor the south bank. Continued monitoring should be prioritized, but pending potential future flooding along drywood creek, the MD should plan to repair the bank erosion by installing larger Class 2 Rock. Environmental support and permitting will be required. Plan for additional guardrail improvements as well. An updated level 2 coring inspection may be valuable in determining if additional repairs are required prior to committing to maintenance. However, considering the size of the bridge, maintenance is likely more valuable at this time since a replacement structure would likely require another major bridge. An SLC 700 may be feasible, but regardless, it will be quite expensive to replace so maintenance should be prioritized.	Recommended Maintenance Action: Complete erosion repairs and repair bridge rail. Complete a level 2 to verify the presence of rot in timber elements and repair as needed. Replacement Alternative: (4 Span SLC 700 on Concrete Substructure or Major Bridge)	**2035**	$ 485,000.00	$ 4,500,000
13957 --01	1966/ 1966	LOCAL ROAD OVER CONNELLY CREEK near LUNDBRECK, AB "Connelly Road" NE 05-08-02 W5M Single Span (6.1 m) Treated Timber Bridge on a Treated Timber Substructure	NW bridge rail post rotten. Crack and section loss on backside of NE rail. New caps installed November 2020. Hollow sound at bottom of north backwall. Piles cored July 2016 by Bow Valley Bridge Services, A2P2 has rot in bottom core. No other cores on the pile showed signs of rot. Maintenance recommended to replace damaged and rotten bridge rail planks and posts. As well as installing hazard markers and post the speed limit at 20 km/hr.	2031	**50.0%**	**44.4%**	-6.1 m clear roadway width, zero deg. Skew. - 2021 Est. AADT = 18 vpd - 999 km detour route - HWM 2.4 m below top of curb - Significant scour present at pier - Mapped Class C Waterbody (Sept 1 to Aug 15) - BIS 13957 DA = 31 km^2, Q = 17 m^3/s.	The structure appears to be in good condition for it's age after the caps were replaced in Nov 2022. The bridge rail should be replaced if there are multiple additional rotten components. The MD should consider another level 2 coring inspection in the next few years, or prior to completing any substructure repairs so that all elements showing signs of rot can be replaced or repaired as required. Until then, the bridge rail should be upgraded or replaced. Replacement with a large diameter CSP appears feasible.	Recommended Maintenance Action: Replace Rotten Bridge rail Components or Replace Bridge Rail **Estimated Replacement Structure:** **(1) 3300 mm dia. x 40 m CSP**	**2036**	$ -	$ 622,710.00

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74141 --01	1923/ 1923	LOCAL ROAD OVER THE OLDMAN RIVER near BROCKET, AB "W. Summerview Road" SE 14-07-29 W4M Six Span (6.1-6.1-53.3-53.3-6.1-6.1) Timber Bridge on a Treated Timber Substructure	6 broken sections of wheel guard in span 2 and span 3, several split blocks. Several bridge rail posts with delam cracks 1 open connector pocket at Sp 1 and 3 at Span 4. Wingwall spall at base of NW Heavy scaling and visible rebar below nose plate on P3 Minor localized scour at U/S end and north side approximately 1.5 m deep.	2035	**50.0%**	**44.5%**	- 4.8 m clear roadway width, zero deg. Skew. - 2022 Est. AADT = 193 vpd - 10 km detour route - HWM not visible - Significant scour present at pier - Mapped Class C Waterbody (Sept 1 to Aug 15) - No BIS data available	This structure appears to be in relatively good condition; most of the deficiencies noted in the most recent BIM inspection are localized to the deck top and bridge rails. As a replacement structure at this location would likely be a major bridge, t's recommended that maintenance the life of the existing structure by approximately 15 years. Additional instream rip rap work may be required to protect against scour.	**Recommended Maintenance Action:** **Replace Broken Wheel guard Sections. Replace Damaged Bridge rail Posts. Grout Lift Pockets. Partial Depth Repairs at Approach Ramp. Lower Nose Plate approximately 2 m.** **Replacement Structure = Major Bridge**	**2036**	$ 425,000	$ 5,948,250.00
70423 --01	1933/ 1930	LOCAL ROAD OVER PINCHER CREEK near PINCHER CREEK, AB "Toney Road" SW 02-06-01 W5M Two Span (30.5 m - 6.1 m) Pony-Truss Type Steel Trusses on Treated Timber Substructure	Strip deck was replaced in 2018 6 rotted or split wheel guard blocks SW and NE steel end posts have minor cracks, SW steel end post is bent but functional. Missing 1 structural bolt connecting knee brace to top chord at U3-L3S, U6L6S and L6L6N. Missing gusset connecting knee brace to bottom chord L4N. L5S-L6N bent. U6L6N knee brace with minor bending. Tin top cap at NE damaged.	2036	**50.0%**	**52.3%**	- 5.4 m clear roadway width, zero deg. Skew. - 2025 Est. AADT = 39 vpd - 6 km detour route - HWM not visible - Mapped Class C Waterbody (Sept 1 to Aug 15) - BIS 70423 DA = 41 km², Q = 156 m³/s.	This structure appears to have had a significant amount of maintenance done in recent years. Most components were rated adequate on the last BIM inspection. The "4" rating is currently being governed by rotten or damaged wheel guard sections, damage to the bridge rail posts at the SW and NE end, as well as missing connecting knee braces in the following locations: - Missing 1 structural bolt connecting knee braces to top chord at U3-L3S, U6L6S and U6L6N. - Missing gusset connecting knee brace to bottom chord L4N. Some maintenance is required to replace or repair these items but should be a low priority for repair at the current time. A replacement standard bridge would likely work at this location.	**Recommended Maintenance Action:** **Replace Wheel Guards, Bridge Rail Posts. Replace Missing Bolts. Replace Wingwall Tin Cap.** **Estimated Replacement Structure = 3 Span (12 m each) SL510 Girder Bridge**	**2037**	$ 350,000.00	$ 1,639,140.00
00481 --01	1967/ 1967	LOCAL ROAD OVER A TRIBUTARY TO PINCHER CREEK near PINCHER CREEK, AB SW 28-06-30 W4M Single Span (6.1 m) Type PG Girder Bridge on a Treated Timber Substructure	Abrasion chips along top edges of G2-G3 3 new girders installing in May of 1995 along the east side. A2G1 wide longitudinal crack in AZ A2P4 split and banded, A2P2 minor split. A1P5 splinter in outer shell full height split. Timber components cored by Bow Valley Bridge Services in Nov 2021. Heavy grass cover with cement riprap both U/S and D/S	2036	**50.0%**	**59.7%**	- 6.4 m clear roadway width, zero deg. Skew. - 2022 Est. AADT = 142 vpd - 3 km detour route - HWM not visible - Unmapped Class D Waterbody (No RAP) - BIS 00481 DA = 5 km², Q = 4 m³/s.	This structure appears good with some minor deficiencies. The overall rating is being driven down based on the substructure rating of "4" based on the full height splinter in the outer shell. The MD could opt to band A1P5 which would likely return the substructure general rating to a "5". At this time the structure is adequate and there is no need to perform any immediate action.	**Recommended Maintenance Action:** **Band Pile A1P5** Estimated Replacement Structure: (1) 2700 mm x 27 m long CSP	**2037**	$ 50,000.00	$ 377,205.00
07743 -01	1908	LOCAL ROAD OVER GLADSTONE CREEK near PINCHER CREEK "Gladstone" SW 23-05-02 W5M 3 Span Bridge (8.5 m PA Girders - 18.3 m Pony Truss - 8.5 m PA Girders) on a Treated Timber and Steel Substructure	Bow Valley Bridge Services completed a level 2 coring inspection at this location and Roseke Engineering has prepared a Tender to complete maintenance at this location in 2022. Maintenance was completed in Fall 2023 The maintenance included the replacement of the timber components of the superstructure (strip deck, subdeck, wheel guard and stringers). Additionally, the guardrail was upgraded to thrie-beam to bring it up current standards. The PA Girders on the approach spans have wide cracks in the anchorage zone. Sp.1 G2 is in unsound concrete. All interior girders are in good condition.	2037	**55.6%**	**56.3%**	- 7.3 m clear width, 9.6 m roadway width, zero degree skew - 2019 AADT Est. = 121 vpd. - No detour available - No scour/erosion concerns - 5.1 m pier height - HWM not visible - Class B Waterbody (Sept 1 to Aug 15) - Historic flood photo shows drift accumulation on piers and significant loss of fill at south abutment.	Since 2022 the Maintenance items were completed it is estimated that the maintenance has added 10-15 years of additional life to the structure, the revised replacement year was updated to 2037. **Total Completed Project Cost $321,501.64**	**Maintenance Completed:** **Replaced Strip Deck, Replaced Subdeck, Replaced Timber Stringers, Replacement of Bridge Rail & Guardrail & Other Misc. Work** Estimated Future Replacement Structure 3 Span (12 m-14 m-12 m) SL510 Standard Bridge	**2037**	$ -	$ -
00828 --01	1950/ 1950	LOCAL ROAD OVER COW CREEK near LUNDBRECK, AB NE 01-08-02 W5M Single Span 8.5 m Treated Timber Bridge on a Treated Timber Substructure	Timber components cored by Bow Valley Bridge Services in Oct 2021. New deck top installed in 1999, moderate to heavy wear on wheel paths. 1 split plank at SE and NE wheel guard. Bridge rail showing signs of rot at several posts. Footings starting to erode and undermining beginning to occur under P4 for 1.5 m at A1 and under piles 1-3 for 4 m at A2. Scour occurring behind NE wingwall, rated "4" This structure is considered a major bridge because it is on footings.	2030	**50.0%**	**60.7%**	- 6.1 m clear roadway width, zero deg. Skew. - 2025 Est. AADT = 16 vpd - no detour route available - HWM 1.6 m below top of curb - Mapped Class C Waterbody (RAP from May 1 to August 15 and Sept 16 to April 15) - BIS 00828 DA = 96 km², no Q data available	This structure has significant scour concerns that are beginning to undermine the abutment footings at A1P4 and A2P1-3. Due to the age and overall condition of this structure, the MD should probably consider replacement in lieu of repairs. An assessment should be considered, but the timber elements are failing and its the footings that are being undermined. The existing bridge is located on an undeveloped local road and the MD should consider if replacement is required, or if the structure can be removed from inventory. The upstream structure is a 12 m long SL510 bridge and flows are expected to be higher at this location. This suggests a replacement bridge is required, but preliminary engineering should be completed to see if a large diameter culvert can be installed. With the assumption that fish passage is required, we don't think a low level crossing would be permissible, but a large diameter culvert configuration may work. Reducing cost should be prioritized based on usage. A single alternating prefabricated bridge may also be considered.	Recommended Maintenance Action: Restore Concrete Footings, Replace A2P2 Timber Pile and Place Additional Riprap Maintenance may extend the life an additional 10-15 years. **Estimated Replacement Structure:** **Either a single 12 m span standard bridge or large diameter culvert(s)**	**2038**	$ -	$ 1,277,610.00

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00784 --01	1955/ 1955	LOCAL ROAD OVER FOOTHILL CREEK near PINCHER CREEK, AB "Crook Road" SE 28-05-28 W4M 3 Span (6.1-6.1-6.1) Type PG Girder Bridge on a Treated Timber Substructure	Coring was completed by Bow Valley Bridge Services in Nov 2021. During the Level 2 Coring Inspection rot was confirmed in A2-P2 in the bottom core, rated "3". P2 has a split sway brace.	2032	**50.0%**	**63.0%**	- 6.4 m clear roadway width, zero deg. Skew. - 2022 Est. AADT = 56 vpd - 5 km detour route - HWM 1.4 m below top of curb - Mapped Class C Waterbody (RAP from Sept 1 to August 15) - BIS 00784 DA = 41 km², no Q data available	This structure was included as part of the assessment because there was a medium priority rating for the rot present in the piles at the time of the coring inspection. As this inspection was completed 9 years ago, it's likely that the rot has become more severe since this inspection was completed. It is recommended prior to any maintenance being completed that another coring inspection be completed to confirm the extents of the rot present at the site. If the extent of rot at the site remains localized to what was discovered during the level 2 inspection in 2021 then it's recommended that the MD splice the single pile and replace the broken sway brace. Should the rot be more extensive alternative maintenance alternatives should be assessed. It's likely based on the crossing location that a large dual culvert alternative may be feasible at the crossing. Upstream on Range Road 284 is a single 6710 mm (span) x 5390 mm (rise) x 61.6 m long SPCSP Ellipse. Or a replacement standard bridge may be required.	**Recommended Maintenance Action:** **Splice Pile A2-P2, Replace Split Sway Brace** Estimated Replacement Structure = Dual (2) 3600 mm x 35 m long CSP structures.	**2038**	$ 200,000.00	$ 1,188,810
06559 -01	1910	LOCAL ROAD OVER FOOTHILL CREEK near TWIN BUTTE, AB "Old Shell Road" NW 36-04-30 W4M (1) 2610 mm (span) x 2880 mm (rise) x 27.6 m SPCSP Ellipse	This structure was being inspected as BF 01116. The actual structure is a non-bridge sized 600 mm dia. culvert. No further inspections required as part of the BIM System. Bridge File Number will remain on file	2035	**88.9%**	**76.0%**	- 6 m roadway width, zero degree skew - 2017 Est. AADT = 36 vpd - 10 km Detour length - 1 m of cover, 3:1 side slopes - No rip rap	Continue monitoring the approach pipe as required. Replacement estimated to be required in 10 + years	**None.**	**2038**	$ -	$ 411,000
74259 -01	1954	LOCAL ROAD OVER 2nd TRIBUTARY TO INDIANFARM CREEK near PINCHER CREEK, AB "Toney Road" SE 01-06-30 W4M (1) 1830 mm dia. X 23.2 m SPCSP	This bridge culvert has corrosion issues that caused isolated perforations to appear in the floor of Rings #2, #3, #4, and #5. Roof deflection is near 4% and sidewall deflection is near 1%. There is a hole in the west wall of the downstream bevel from equipment damage. There are no erosion concerns at this site. There is poor channel alignment and poor vertical roadway alignment due to a 20% grade increasing in both directions from the culvert. Maintenance recommendation included continuing monitoring of perforations on the floor.	2025	**55.6%**	**49.6%**	- 4.0 m roadway width, zero degree skew. - 2019 Est. AADT = 6 vpd - No detour available - 2.5 m of cover, 1.5:1 side slopes - U/S Invert below streambed 400 mm. No Rip Rap - No erosion - D/S Invert below streambed 300 mm. - 500 mm Rip Rap - No erosion. - Unmapped Class D Waterbody - BIS DA = 8 km², Q = 6 m³/s.	This structure is located near the end of a dead end road. Construction should be able to proceed with a road closure. This structure has a structural rating greater than 50% but was reviewed due to the presence of perforations in the floor. Continued monitoring should be completed until corrosion severity increases to "extensive" or "severe" at which time maintenance / replacement should be considered. A concrete floor may be able to be installed, pending hydraulic review but at this time it is assumed that a replacement structure will be required. It is also assumed that the skew angle will need to be increased to better align with the stream. The poor vertical alignment should be improved, but additional signage may be adequate considering the road dead ends approximately 60 m to the east. This structure appears to provide land access for a local resident otherwise the need for this structure should be evaluated..	Recommended Maintenance Action: Continue Monitoring Floor Perforations If conditions worsen - consider assessing for a concrete floor or replacement. **Estimated Replacement Structure** **(1) 2000 mm diameter x 34 m CSP**	**2039**	$ -	$ 320,790
70175 -01	1957 1908	LOCAL ROAD OVER YARROW CREEK near TWIN BUTTE, AB "Spread Eagle Road" NW 22-03-30 W4M 2 Span Bridge (38.1 m Through Truss with a 6.1 m Treated Timber Approach Span) on a Treated Timber Substructure	Maintenance was completed on this structure in 2019. Unfortunately, the BIM was completed in the winter and lots of the new elements were not visible. It appears as though a new strip deck was installed and new wheel guards were installed. There was some potholes creating a bump on approach to the bridge but the alignment ratings indicate the roadway is adequate. There is no guardrail at this location. There is some minor damage or defects to the truss members and one missing bolt. There is corrosion and pitting on the splash zone of the truss. The timber bridge rail on the approach span in untreated and needs to be painted. There is some scour at the west side within 1 m of abutment 1. There are steep banks along the west side with no rip rap protection. Recommendation was made to place 60 m³ of Class 1 Rip Rap. A timber coring inspection was completed in October 2021 at which time it was revealed that there was beginning rot in vert. blocks of piles 2 and 6 at abutment 1 (R=4). and piles 2 and 3 at abutment 2 (R=4). Additionally, there is extensive rot with a void in Pile 3 East, and Pile 5 West at Pier 1 (R=2) Two additional piles had large vertical splits (R=4). The Cap at Abut 2 has beginning rot, the rest are ok.	2025	**38.9%**	**31.5%**	- 4.3 m clear roadway width, 7 m roadway width, zero degree skew - 4.3 m vertical clearance - 2020 Est. AADT = 60 vpd. - 13 km detour length - 3.8 m pier height - No guardrail - Class B Waterbody (Sept 1 to Aug 15) - SARA listed species	Roseke completed the design and tendered the noted repairs in 2025. The work was undertaken by Volker Stevin Highways Ltd. A new BIM Inspection needs to be completed to update the ratings. A Project summary Report also needs to be submitted. A UROW was obtained for the upland area at the southwest corner. A legal survey is currently underway to encompass the additional area within the bed banks that was applied for under an RDS Disposition and which will now form part of the road plan. Volker Stevin completed the work for This work is expected to provide an additional 10-15 years of life for this structure, at which time additional timber substructure repairs may be required. The total project costs are Estimated to be:	**Maintenance Completed in Nov 2025** **Complete Pile Repairs, Change Cap, Place Rip Rap, and Fix Timber Components** Revised Estimated Replacement Year = 2040 **Volker Bid Price = $261,182** **Engineering = $46,683**	**2040**	$ -	$ -
74038 -01	1980	LOCAL ROAD OVER FOOTHILL CREEK near PINCHER CREEK, AB "Lowland Heights" SW 02-05-29 W4M Single Span (10 m) Type SM Girder Bridge on a Treated Timber Substructure	This structure is in fairly good condition but following a level 2 coring inspection in 2021 rot was identified in Pile 2 at Abutment 1.	2026	**55.6%**	**64.1%**	- 7.0 m roadway width, 0 deg. skew - 2022 Est. AADT = 90 vpd - No Detour Route - 2.2 m Abutment height - Class C Waterbody (Sept 1 to Aug 15) - BIS DA = 40 km², Q = 30 m³/s	Considering the bridge is in decent condition and there is life expectancy left, it is recommended that the single pile be spliced/replaced. An additional 15 years of life should be achievable with this repair. Future replacement will likely consist of a large dual culvert structure or concrete box if it can fit geometrically. Otherwise a standard bridge will be required	Recommended Maintenance Action: Continue Monitoring Floor Perforations If conditions worsen - consider assessing for a concrete floor or replacement. **Estimated Replacement Structure** **(2) 2400 mm diameter x 40 m CSP**	**2040**	$ -	$ 905,760

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75377 -02	1962	LOCAL ROAD OVER SCREWDRIVER CREEK near BURMIS, AB "7 Gates Road" NW 08-06-02 W5M (1) 1724 mm (span) x 1901 mm (rise) x 19.5 m SPCSP Ellipse	This structure is located NW of Beaver Mines on a dead end road with curves and a hill to the east. The structure currently has severe perforations in the floor from Ring 1 through to Ring 6 which has resulted in a 3 rating. There is 2% roof deflection and 2% sidewall deflection. A recommendation was made to monitor the floor in inspection 1/2 cycles. The upstream end has perforations in the floor. The downstream end is hanging 200 mm above streambed and there are perforations in the floor of the bevel as well. No other concerns were noted but a recommendation was made to replace the culvert. Roseke Engineering completed the preliminary engineering, design and tender for a replacement structure at this location in 2020.	2072	**100.0%**	**93.3%**	- 8 m clear roadway - 40 deg. LHF skew. - 1.0 m of cover - 5:1 side slopes - 2023 Est. AADT = 60 vpd - No Detour Route available - Class C Waterbody (Sept 1 to Aug 15) - SARA listed Species	In 2020, Roseke Engineering completed the preliminary engineering and design for a replacement structure that consisted of a single 2700 mm dia. X 37 m long CSP with corner baffles along the upstream half of the pipe to improve fish passage. The project was tendered for construction in 2021, but the Contractor went into default and the contract was terminated. The project was retendered in 2022 and completed in 2023. The design Life Span of the structure may be reduced due to the current shape and condition of the supplied pipe following damage from a wind event in 2021. **Total Completed Project Costs $275,526.21**	-	**2072**	$ -	$ -
75265 -02	2023	LOCAL ROAD OVER HEATH CREEK near LUNDBRECK, AB "Heath Creek Road" NE 11-10-01 W5M (1) 3000 mm dia. x 28.0 m CSP	This structure was replaced in 2023. We attempted to replaced it the prvious year, but pricing was high so we waiting and tendered a year later. The new structure was installed using a staged construction approach to maintain access for the landowner. There is a concrete end treatment on the U/S south side. WE also placed large boulders for fish passage at the upstream end. Additional bank protection works was completed along the upstream bank where the channel curves and it was beginning to erode into the roadway. Roseke completed the prelimiinary engineering, design, tender (x2) and construction and post-construction engineering for this project from 2021 - 2023	2073	**100.0%**	**90.8%**	- 6.5 m Roadway Width. 9 degree RHF skew - No detour available - 2023 Est. AADT = 12 vpd - 0.9 m of Cover - 4:1 side slopes - No HWM Visible - Class C Waterbody - DA = 27.3 km2 - Design flow = 13.9 m^3/s - Channel Slope = 0.0060 m/m	This pre-tender work for this project was completed in 2022 but the tendered prices were very high as a result of a late tender period and limited window of opportunity. We cancelled this project and retendered in 2023 and got much better pricing. The project was tendered on April 26, 2023 and was awarded to Volkler Stevin Highways Ltd. shortly after. **Total Completed Project Cost: $392,635.58**	-	**2073**	$ -	$ -
74260 -02	2024	LOCAL ROAD OVER A TRIBUTARY TO FOOTHILL CREEK near PINCHER CREEK, AB "Buck Jack Road" SW 13-05-29 W4M (1) 2000 mm dia. x 24 m CSP	The previous structure was in poor condition due to 15% roof deflection (R=3) and 12% sidewall deflection (R=3). There was also heavy corrosion on the floor with perforations occurring. As a result the MD of Pincher Creek prioritized the structure for replacement in 2024. The replacement of the structure was completed by N.L. Smith and Sons construction in the Fall of 2024, the project was completed under the estimated cost and in less time than was estimated.	2074	**100.0%**	**90.8%**	- 8 m Roadway Width. 5 degree RHF skew - 10 km detour length - 2023 Est. AADT = 46 vpd - 0.9 m of Cover - 2:1 side slopes - No HWM Visible - Unmapped Class D Waterbody - Design flow = 6.0 m^3 - U/S Structure is a 2.2 m dia. CSP	The MD of Pincher Creek reached out to Roseke Engineering in July 2022 to complete the preliminary engineering, aquatic assessment, detailed design, and STIP application. Roseke Engineering completed the preliminary engineering in September 2022 and proceeded to design the project in the Spring of 2023. The project was tendered on August 1, 2024, and was awarded to N.L. Smith & Sons shortly after. **Total Completed Project Cost: $166,635.64**	-	**2074**	$ -	$ -
70417 -02	1960/ 1960	LOCAL ROAD OVER TRIBUTARY TO CASTLE RIVER near PINCHER CREEK, AB "Landfill Road" SE 05-07-01 W5M Single 6.1 m Clear Span PG Girder Bridge on Timber Substructure	This structure is in fair condition based on the level 1 BIM, but a level 2 timber coring inspection was completed in October 2021 and it was discovered that there was extensive rot and large full height void in pile 3 at abutment 1. (R=2). There was also beginning rot in 3 consecutive cores in the cap over piles 1 and 2. At abutment 2 isolated rot was found in pile 6 and beginning rot was found in the cap over piles 1-3. R=4. Other than those deficiencies noted from the level 2 inspection the level 1 inspection just identified some cracking girders identified. (R=4).	2026	**100.0%**	**80.0%**	- 7.3 m clear roadway width, zero degree skew - 2017 Est. AADT = 52 vpd - 8 km Detour Route - 1.6 m backwall height - No erosion concerns noted. - Class C Waterbody (Sept 1 to Aug 15) - No BIS Data available. Dry Oct. 2021. - D/S and U/S structures are culverts.	The MD of Pincher Creek reached out to Roseke Engineering in Fall 2023 to complete Preliminary Engineering which determined that (2) 2000 mm diameter x 26 m CSPs would be the best replacement structure at this location. The design of the replacement structures was completed in Winter 2024/2025. Construction was complete in November 2025. We just need to provide a Project Summary Report and finalize land. **Total Completed Project Costs: $322,070**		**2075**	$ -	$ -
00470 -01	1988	LOCAL ROAD OVER A TRIBUTARY TO PINCHER CREEK near PINCHER CREEK, AB "Murrays Corner" SE 02-06-01 W5M (1) 1600 mm dia. X 43 m CSP	New 1372 mm dia x 44 m long SWSP Liner Installed in 2025.	2032	**100.0%**	**100.0%**	- 8.0 m roadway width. 10 deg. RHF skew. - 17 km Detour Route. - 2021 Est. AADT = 28 vpd. - 5 m of Cover - Inverts below streambed 400mm - Drift present - No scour/erosion concerns - HWM not visible - No fish present at this location	Volker Stevin Highways Ltd. completed the installation of a 1372 mm liner in November of 2025. Total Completed Project Costs: $232,669	**Recommended Maintenance Action:** **(1) 1372 mm dia. X 44 m long SWSP**	**2075**	$ -	$ -
02488 -02	1927	LOCAL ROAD OVER THE CROWSNEST RIVER near LUNDBRECK, AB "Fishers Brdige" NW 26-07-02 W4M (1) 24.4 m Long Pony Truss Bridge on Concrete Substructure	This is the Fisher Bridge. The bridge has recently been replaced. Some warranty work is still required, but the road has been reopened.	2080	**94.4%**	**67.8%**	- 4.9 m clear roadway width. 6.2 m road width. - Vertical eroded banks in the vicinity of bridge . Water is starting to undercut the south abutment. - Est. Deck to Streambed = 4.4 m - HWM Est. 1.1 m below the curb. - Class B Waterbody (Sept 1 to Aug 15)	The MD of Pincher Creek obtained the services of ISL Engineering Ltd. to design and manage a replacement structure. A prefabricated replacement bridge structure was installed at this location. The new structure consists of a 30.5 m long Steel Truss Acrow bridge sitting on the existing concrete abutments that were restored. Warranty work is still currently required at this site as specified n the most recent BIM Inspection. **Total Estimated Cost of Project: $1,150,000.00**	This structure was replaced.	**2080**	$ -	$ -

Bridge File #	Year Built	Location & Description	BIM Background Information / Comments / Maintenance Actions / Recommendations	BIM Estimated Replacement Year	Structural Condition Rating	Sufficiency Rating	Bridge File Inventory Background Information	Bridge File Review Commentary Prioritized Structures not Shaded. Structures Shaded in Green had work completed. Structures Shaded in orange have work in progress.	Estimated Preferred Maintenance Strategy or Replacement Alternative	TARGET Year	Estimated Maintenance Cost	Estimated Replacement Cost
76294 -02	2023	LOCAL ROAD OVER A 2ND TRIBUTARY TO CASTLE RIVER near COWLEY, AB "Mazure Road" SW 32-06-01 W4M (1) 1600 mm dia. X 26.0 m CSPD63	This structure had 6% roof deflection and 3% sidewall deflection. There were also extensive perforations due to corrosion in Ring 2 and Ring 3. Sidewall and Coating R=2. A Low Rating Notification Filed with MD. Inspection Cycle reduced to 6 months to monitor but no additional recent formal inspection information is available. As a result the MD of Pincher Creek prioritized the structure for replacement in 2023. The replacement of the structure was completed by East Butte Contracting in the Fall of 2023, the project was completed under the estimated project costs even though the project duration was longer than estimated.	2074	**100.0%**	**91.9%**	- 8.5 m roadway width. Zero degree skew. - 3:1 Side slopes - 1.0 m of cover - 2021 Est. AADT = 134 vpd. - 32 km detour length - New Class 1 riprap upstream and downstream - Design flow: 3.10 m^3/s - Drainage area: 4.04 km^2	The MD of Pincher Creek reached out to Roseke Engineering in July 2022 to complete the preliminary engineering, aquatic assessment, detailed design, and STIP application. Roseke Engineering completed the preliminary engineering in September 2022 and proceeded to design the project in the Winter of 2022. The project was tendered on May 12, 2023, and was awarded to East Butte Contracting shortly after. **Total Completed Project Cost: $237,443.55**	-	**2093**	$ -	$ -

1. 164 Structures in Service Under the control and Management of the MD of Pincher Creek No. 9. Detailed Analysis Completed for all Structures with Structural Condition Rating < 50%.
2. Maintenance/Replacement Prioritization subject to change pending further inspection/review. Strategy may be dependant upon life cycle costs or other external factors.
3. Maintenance should be completed as soon as possible to ensure design life is achieved.
4. Information provided based on a desktop review of inspection data and available background information and is subject to change.
5. Information should be reviewed annually and following the completion of subsequent inspections. Prioritization could be modified based on condition and/or available funding.
6. Continued Monitoring Required to verify recommended Year of Action for structures with target action years in excess of 5 years.

Estimated Total Maintenance Budget (2025 - 2035): $5,297,190.00
Estimated Total Replacement Budget (2025 - 2035): $16,297,056.00
Estimated Total 10 Year Bridge File Asset Management Budget: $21,594,246.00
Estimated Average Expenditure per year: $2,159,424.60

Appendix E

Bridge Structure Budget Allocation

MD of PINCHER CREEK NO. 9
ESTIMATED 10 YEAR BUDGET FOR CAPITAL BRIDGE PROGRAM

Bridge File Number	Target Year	Target Year Estimated Maintenance Costs	Target Year Estimated Replacement Costs	Estimated Replacement Year	Future Estimated Replacement Costs
07743-01	2022	$ -		2037	$ -
75377-02	2022	$ -		2072	$ -
75265-02	2023	$ -		2073	$ -
76294-02	2023	$ -		2093	$ -
75801-01	2024	$ -		2034	$ -
74048-01	2024	$ -		2029	$ -
84367-01	2024	$ -		2074	$ -
74260-02	2024	$ -		2074	$ -
70175-01	2025	$ -		2025	$ -
02488-01	2025	$ -		2080	$ -
84361-01	2025	$ -		2075	$ -
70417-01	2025	$ -		2075	$ -
84379-01	2025	$ -		2075	$ -
00470-01	2025	$ -		2075	$ -
75481-01	2026	$ -	$ 309,928	2030	$ -
76203-01	2026	$ -	$ 522,989	2037	$ -
71542-01	2026	$ -	$ 620,512	2035	$ -
01348-01	2026	$ -	$ 1,134,506	2030	
73608-01	2027	$ 525,000	$ -	2030	$ 5,140,680
00673-01	2027	$ -	$ 849,150	2028	$ 485,000
02360-01	2027	$ 479,250	$ -	2030	$ 743,700
07080-01	2028	$ -	$ 1,650,700	2030	$ -
74906-01	2028	$ -	$ 448,800	2030	$ -
13960-01	2028	$ -	$ 518,930	2031	$ -
84522-01	2028	$ -	$ 283,050	2046	$ -
08685-01	2029	$ 375,000	$ -	2030	$ 1,560,660
71266-01	2029	$ 240,000	$ -	2030	$ 1,181,040
01113-01	2029	$ 550,060	$ -	2033	$ 849,150
00488-01	2030	$ 325,000	$ -	2031	$ 1,679,210
01077-01	2030	$ 325,000		2032	$ 1,747,140
02070-01	2030	$ 375,000	$ -	2036	$ 1,447,440
02069-01	2030	$ -	$ 603,840	2026	$ -
76636-01	2031	$ -	$ 332,110	2032	$ -
02187-01	2031	$ -	$ 871,790	2024	$ -
74110-01	2031	$ -	$ 734,820	2025	$ -
09213-01	2032	$ -	$ 317,020	2028	$ -
01528-01	2032	$ -	$ 1,900,320	2028	$ -
00471-01	2033	$ 452,880	$ -	2033	$ 841,380
74175-01	2033	$ -	$ 543,460	2030	$ -
77192-01	2033	$ -	$ 305,030	2028	$ -
08686-01	2033	$ 245,000	$ -	2024	$ 660,450

MD of PINCHER CREEK NO. 9
ESTIMATED 10 YEAR BUDGET FOR CAPITAL BRIDGE PROGRAM

Bridge File Number	Target Year	Target Year Estimated Maintenance Costs	Target Year Estimated Replacement Costs	Estimated Replacement Year	Future Estimated Replacement Costs
74425-01	2033	$ -	$ 491,730	2030	$ -
06836-01	2033	$ 245,000	$ -	2031	$ 530,580
73602-01	2034	$ -	$ 1,720,940	2034	$ -
01410-01	2034	$ -	$ 317,021	2029	
00760-01	2034	$ -	$ 271,730	2034	$ -
07982-01	2034	$ -	$ 611,390	2028	$ -
78427-01	2034	$ -	$ 390,610	2035	
02419-01	2035	$ 485,000	$ -	2036	$ 1,560,680
01839-01	2035	$ -	$ 546,680	2030	$ -
00479-01	2035	$ 675,000	$ -	2042	$ 5,948,250
13957-01	2036	$ -	$ 622,710	2031	$ -
74141-01	2036	$ 425,000	$ -	2035	$ 5,948,250
70423-01	2037	$ -	$ 1,639,140	2036	$ -
00481-01	2037	$ -	$ 377,205	2036	$ -
00828-01	2038	$ -	$ 1,277,610	2030	$ -
00784-01	2038	$ 200,000	$ -	2032	$ 1,188,810
74259-01	2039	$ -	$ 320,790	2025	$ -
74038-01	2040	$ -	$ 905,760	2026	$ -

TOTAL	**2022-2025**	**$ -**	**$ -**		**$ -**
TOTAL	**In Progress**	**$ -**	**$ 4,238,635**		**$ -**
TOTAL	**2025-2035**	**$ 5,297,190**	**$ 16,297,056**	**Deferred**	**$ 24,375,360**
TOTAL	**2035-2040**	**$ 625,000**	**$ 5,143,215**	**Deferred**	**$ 7,137,060**

SUMMARY:

Total Estimated Bridge Structure Maintenance Costs 2025-2035	**$**	**3,325,000**
Total Estimated Bridge Structure Replacement Costs 2025 - 2035:	**$**	**5,271,960**
Total Estimated Bridge Culvert Maintenance Costs 2025 - 2035:	**$**	**1,972,190**
Total Estimated Bridge Culvert Replacement Costs 2025 - 2035:	**$**	**11,025,096**
Total Estimated Maintenance Costs 2025 - 2035:	**$**	**5,297,190**
Total Estimated Replacement Costs 2025 - 2035:	**$**	**16,297,056**
TOTAL ESTIMATED BUDGET FOR BRIDGE STRUCTURES (2026-2036):	**$**	**21,594,246**
ESTIMATED AVERAGE ANNUAL BUDGET ALLOCATION:	**$**	**2,159,425**
Recommend Additional Annual Allocation For Routine Maintenance:	**$**	**75,000**
TOTAL ESTIMATED REPLACEMENT COSTS DEFERRED 10 YEARS:	**$**	**24,375,360**

NOTES:

1. Costs estimated based on 2025 unit rate data and adjusted based on available tender data. Material shortages/inflation/escalation costs not considered.
2. Preliminary Engineering should be completed prior to confirm appropriate maintenance/replacement strategy prior to allocating the estimated funding.
3. Land Acquisition Costs, Administration Costs, etc. were not included.
4. GST not included in estimates.
5. Variable deterioration rates, damage, flooding, or other factors could affect costs, and/or prioritization sequence.
6. The MD may consider adding a contingency to account for unknown factors, emergencies, and/or for other planning purposes.

circular materials

Advancing the circular economy

www.circularmaterials.ca
aboperations@circularmaterials.ca

March 6, 2026

David Desabrais,
Municipal District of Pincher Creek No. 9
Pincher Creek, AB T0K 1W0

Dear David,

I am reaching out on behalf of the Circular Materials (CM) Alberta team. My name is Abdullah Ahmad, and I serve as the Common Collection System Specialist for the area where Municipal District of Pincher Creek No. 9 is located. Going forward, please contact me directly at aahmad@circularmaterials.ca with any questions or concerns related to the program.

Thank you for taking the time this past summer to complete your Phase 2 intake form. The information you provided has been instrumental in helping us understand your community's residential waste services and collection sites.

Because MD of Pincher Creek provided residential curbside (or alley) garbage collection services prior to April 1, 2025, the Extended Producer Responsibility (EPR) Regulation confirms your community's eligibility to receive residential recycling services for single-use products, packaging, and paper products (PPP) beginning **October 1, 2026**.

CM launched a competitive procurement process in September to select curbside collection service providers in many communities across Alberta. Your community has been included in this coordinated transition. CM will enter into direct agreements with the successful service providers to deliver curbside PPP collection starting October 1, 2026. This means your community will not be responsible for managing curbside PPP recycling contracts. I will remain your point of contact and will stay engaged with your community throughout the transition and beyond. Our team will work closely with you to make sure the changeover is smooth, coordinated, and hears local needs. Here's what this will mean for your community—and the benefits it brings:

Oversight:
CM will manage contracts directly with service providers and processing facilities. This removes the need for your community to oversee agreements or payments for curbside PPP collection.

Resident support:
Day-to-day service issues—such as missed collections, damaged bins, or new household deliveries—will be handled directly by the contracted service provider. Residents will have a clear point of contact, and any unresolved issues can be escalated to CM. Service providers will be held to strict safety and performance standards.

Enhanced promotion and education (P&E):
Circular Materials will lead promotion and education (P&E) initiatives directly within your community, aimed at increasing recycling rates and encouraging positive behavioral changes.

To ensure a seamless transition for your residents, we will replicate and enhance your current P&E efforts, tailoring them to your community's specific needs. Our strategies will include local advertising, event participation, digital display ads, social media engagement, and resident research.

Our marketing team will contact you in Q1 to schedule a meeting and discuss these P&E plans in more detail.

In the meantime, please direct any questions regarding promotion and education to communications@circularmaterials.ca.

For communities with depot requirements:
To stay up to date on the program and key milestones, we encourage your participation in our monthly Municipal Working Group sessions. Registration details can be found here.

Please note that this program applies only to residential sources. Commercial properties, schools, hospitals, and other non-residential sites are not included under the regulation. Non-residential PPP material cannot be collected or transported with residential PPP material.

To ensure a coordinated transition, **please confirm receipt and understanding of this letter by** 11 March, 2026. If we do not hear from you by that date, we will proceed on the assumption that your community is prepared to move forward as outlined.

If you would like to discuss any details or explore how this transition will work in practice, please feel free to reach out at any time. Our team is committed to supporting you through every step of this process.

Thank you for your ongoing partnership and commitment to recycling. We look forward to working together to deliver an integrated and efficient curbside PPP recycling service to residents in your community and throughout Alberta.

Warm regards,
Abdullah Ahmad
Specialist, Common Collection System - AB

Please note that the information in this letter is intended for internal use only and should not be shared with residents. Any public-facing information related to PPP recycling should be shared with CM in advance for approval. CM will be providing a comprehensive communications package for your community that can be shared with residents. This package will be shared with you in the coming months.

Recyclable material list
October 1, 2026

Paper/Fibre

Material & examples	What to know
 **Cardboard boxes** Pizza boxes, direct mail boxes, moving boxes, shoe boxes.	☑ Flatten. No larger than 60 x 60 cm. ☑ Empty.
 **Boxboard** Cereal boxes, tissue boxes, egg cartons, rolls from toilet paper and paper towel.	☑ Flatten. ☑ Empty.
 **Paper** Any colour, including flour bags, prescription bags, paper produce bags. Notepads, white or coloured loose paper, file folders, other printed materials. Community newspapers, flyers, brochures and magazines. Greeting cards and envelopes, gift boxes.	☑ Place shredded paper in a tied clear plastic bag. ☑ Separate from plastic bags used to cover items, remove elastic bands. ☑ Remove rope handle from bags. ☑ Do not include soft or hard covered books/novels.

For details on what goes where, visit **circularmaterials.ca/AB**.

Recyclable material list
October 1, 2026

Paper/fibre

Material & examples	What to know
 **Paper laminate packaging** Pet food bags, food service paper bags, and plates.	☑ Empty.
 **Paper laminate containers** Spiral cans, cookie dough containers, ice cream containers and hot and cold beverage cups.	☑ Empty. ☑ Remove lids.
 **Cartons** Molasses and sugar cartons, laundry and cleaning cartons, soup and sauce cartons.	☑ Empty. ☑ Lids and caps on.

For details on what goes where, visit **circularmaterials.ca/AB**.

Recyclable material list
October 1, 2026

Plastic packaging and containers

Material & examples	What to know
 **Plastic containers** Laundry detergent and household cleaner jugs, shampoo, body wash, salad dressing, condiment, dish soap, mouth wash bottles.	☑ Empty. ☑ Lids and caps on.
 Food trays, salad, yogurt, peanut butter, bakery and egg containers, plastic cups, plastic tubs and lids.	
 Toothpaste tubes, deodorant, hand cream tubes.	
 Small item packaging, hand sanitizer bottles, plant pots.	

For details on what goes where, visit **circularmaterials.ca/AB.**

Recyclable material list
October 1, 2026

Plastic and foam packaging

Material & examples		What to know
	**Flexible plastic packaging** Bags used for dry cleaning, bread, newspapers and flyers. Overwrap (paper towel & toilet paper, beverage containers). Coffee bags or deli pouches, chip bags, bubble wrap, snack wrappers, cereal liner bags, plastic gift bags.	☑ Empty.
	**Foam packaging** Meat trays, takeout containers, cups, plates, bowls, foam packaging.	☑ Empty. ☑ Remove film wrap and absorbent pads from meat trays.

For details on what goes where, visit **circularmaterials.ca/AB.**

Recyclable material list
October 1, 2026

Metal containers

Material & examples		What to know
	**Metal** Food cans, metal lids, candle, cookie, coffee and tea tins.	☑ Rinse and dry.
	**Aluminum (foils and trays)** Aluminum foil, pie plates, frozen food trays.	☑ Empty. ☑ Ball up aluminum foil.
	**Aerosol containers** Food spray, hairspray, air fresheners, shaving cream, deodorant.	☑ Empty. ☑ Lids and caps on.

For details on what goes where, visit **circularmaterials.ca/AB.**

Recyclable material list
October 1, 2026

Glass

Material & examples	What to know
	**Glass containers** Clear and coloured glass. Food containers, jars and bottles. Cosmetic containers, spice bottles, oil and vinegar bottles.	☑ Empty. ☑ Lids and caps off.

For details on what goes where, visit **circularmaterials.ca/AB.**

Recommendation to Council

TITLE:	**BYLAW No. 1368-26 (Land Use Bylaw Amendment- Secondary Suites)**
PREPARED BY:	**Laura McKinnon**
DATE:	**March 19, 2026**
DEPARTMENT:	**Planning and Development**

		2026/03/19	**ATTACHMENTS:** 1. **Bylaw No. 1368-26**
Department Supervisor		**Date**	

APPROVALS:

			2026/03/19
Department Director	**Date**	**CAO**	**Date**

RECOMMENDATION:

THAT Council give second, and third (final) reading to Bylaw No. 1368-26, being the Land Use Bylaw (Secondary Suites Amendment)

BACKGROUND:

Through the years bylaws can become outdated and require updates to keep current with the changing desires and wishes of Council, the public, and even provincial and/or federal regulations.

The current Land Use Bylaw, Bylaw No. 1349-23 was adopted in Spring 2024, with various amendments including alignment with the Municipal Development Plan and Castle Mountain Resort Area Structure Plan.

The general purpose of Bylaw No. 1368-26 is to allow for an adjustment in the Secondary Suite definitions, and subsequently those that are related to it, such as Tourist Homes, Principal Dwelling and the new concept of Maximum Density of a parcel.

First Reading was given to Bylaw No. 1368-26 on January 27th, 2026 and subsequently a public hearing was held on March 10th, 2026.

FINANCIAL IMPLICATIONS:

None.

MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9
BYLAW NO. 1368-26

Being a bylaw of the Municipal District of Pincher Creek No. 9 in the Province of Alberta, to amend Bylaw No. 1349-23, being the Land Use Bylaw.

WHEREAS Section 640 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended, provides that a municipality must pass a Land Use Bylaw;

WHEREAS The Municipal District of Pincher Creek No. 9 desire to amend sections of the Land Use Bylaw as shown on Schedule 'A' attached hereto; and

WHEREAS The purpose of the proposed amendment is to add a detached secondary suite and to limit the dwelling density within the agriculturally oriented districts in the Land Use Bylaw;

NOW THEREFORE, under the authority and subject to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, as amended, the Council of the Municipal District of Pincher Creek No. 9, in the Province of Alberta, duly assembled does hereby enact the following:

1. This bylaw shall be cited as "Land Use Bylaw Amendment No. 1368-26".

2. Amendments to Land Use Bylaw No. 1349-23 as per "Schedule A" attached. That the amendments to Bylaw No. 1349-23, being the Land Use Bylaw, include additions to section that affect numbering and formatting which will be changed to maintain the consistency of the portions of the Bylaw being amended.

3. This bylaw shall come into force and effect upon third and final passing thereof and a consolidated version of the Land Use Bylaw reflecting the amendment is authorized to be prepared.

READ a first time this ____ day of _____, 2026.

A PUBLIC HEARING was held this ____ day of _____, 2026.

READ a second time this ____ day of _____, 2026.

READ a third time and finally PASSED this ____ day of _____, 2026.

_____	_____
Reeve	***Chief Administrative Officer***
Rick Lemire	*Roland Milligan*

SCHEDULE 'A'

1. Revise Part I – General Section 6 Definitions as follows:

   6.140 Secondary Suite
   An additional dwelling unit located on a property containing a single unit residence, which is subordinate to the principal dwelling ~~primary residence~~. The secondary suite must be located within the same yard as the principal dwelling. ~~The unit must have a separate entrance from the principal dwelling, either from a common indoor landing or directly from the exterior of the house.~~ A secondary suite shall not be developed within a "Duplex", "Semi-detached dwelling", "Multi-unit dwelling", "Manufactured home park", "Rowhouse or townhouse" or "Apartment". "Garden suite", "Surveillance suite", and "Secondary farm residence" are separate uses.

   6.121 Principal Dwelling
   Principal dwelling means the primary residence unit located on a titled piece of land.

2. Delete and replace Part VII Section 42.1 and 42.2 with the following:

   42.1 The maximum number of dwelling units per parcel of land is as regulated through the applicable land use district and associated use specific standards of development of this Bylaw.

   42.2 No person shall construct or locate, or cause to be constructed or located, more than one dwelling unit on a parcel except as provided in the land use district for which the application is made and authorized by the Development Authority through issuance of a development permit for a use that allows for more than one dwelling in accordance with the provisions of this Bylaw.

3. Revise Part VII Section 42.3 with the following:

   42.3 Within the Agriculture – A, Airport Vicinity Protection – AVP, Urban Fringe – UF, Wind Farm Industrial – WFI districts, one or more additional dwelling units may be located on a parcel provided that:
   (a) all such dwelling units are secondary farm residences on a parcel that has an area greater than 32.4 ha (80 acres) and this use is a permitted or discretionary use in the applicable district; and
   (b) all such dwelling units comply with this bylaw.

4. Revise Part VIII Tourist Home Section 47.15 by changing the following:

   47.15 Within the Agriculture – A district, a tourist home may be considered on properties that have a principal dwelling and that may also have a secondary suite or a secondary farm residence. ~~and/or~~ Only one of the dwelling units may be considered for the Tourist Home use. Alternatively, where a principal dwelling is located on the site, a tourist home may be approved as a maximum of two (2) ~~supplemental~~ recreation vehicle spaces and is to be designated as a seasonal tourist home in place of designating a dwelling unit as a tourist home.

5. Revise Part VIII Section 49 Garden and Secondary Suites by changing Section 49.5(c) to the following:

   (c) in the Agriculture – A, Airport Vicinity Protection – AVP, Urban Fringe – UF, Wind Farm Industrial – WFI districts where listed as a permitted or discretionary use, a secondary suite may be considered (as shown in figure below) as a second storey garage (or shop) suite or

detached dwelling. All secondary suites in this category are limited to a maximum building footprint or floor area of 1000 ft^2 (28.32m^2).

6. Revise Part IX – Districts Section 2 by removing ‘Garden Suite’ from the Agriculture – A, Airport Vicinity Protection – AVP, Rural Business – RB, Urban Fringe – UF, Wind Farm Industrial – WFI districts.

7. Revise Part IX – Districts by adding to Agriculture – A, Airport Vicinity Protection – AVP, Rural Business – RB, Urban Fringe – UF, Wind Farm Industrial – WFI districts the following:

3. Maximum Density
For all subdivided parcels that are less than 32.4 ha (80 acres) the maximum number of dwelling units is two (2). This can be any combination of a principal dwelling with a secondary suite as defined by Section 49. For those properties that were approved for a secondary farm residence and were subdivided the secondary farm residence will need a permit to transition to a secondary suite. Where a subdivided parcel contains more than 2 dwelling units, each dwelling unit greater than two will be considered legal non-conforming and cannot be altered or added to with an addition or secondary suite.

Recommendation to Council

TITLE: BYLAW No. 1370-26
(Land Use Bylaw Amendment – Hann Rezoning)

PREPARED BY: Laura McKinnon | **DATE:** March 19, 2026

DEPARTMENT: Planning and Development

Department Supervisor		Date
		2026/03/19

ATTACHMENTS:
1. Rezoning Application
2. Rural Business Land Use Designation
3. Bylaw No. 1370-26

APPROVALS:

Department Director	Date	CAO	Date
			2026/03/19

RECOMMENDATION:

That Council give second, and third (final) reading to Bylaw No. 1370-26, being the Land Use Bylaw Amendment (Hann Rezoning).

BACKGROUND:

Theresa and Stuwart Hann have made application for an amendment to Land Use Bylaw 1349-23. The proposed amendment is to redesignate Block 4, Plan 7910279 from Grouped Country Residential (GCR) to Rural Business (RB) and portion of SW 34-7-2 W5 from Agriculture (A) to Rural Business (RB) ***(Attachment No. 1)***

The applicants state the purpose of the redesignation is to ensure compliance for a historically operating rural business (mechanics shop) and satisfy the requirements for a future subdivision.

The current operation of mechanics shop, is located within a building that exceeds the threshold of 5490 ft^2 building, requiring the Specialty Manufacturing/Cottage Industry, major use. Definition from Land Use Bylaw 1349-23 below:

> *Development used for larger-scale, on-site production of goods in a building exceeding a gross floor area of 510 m2 (5,490 ft2), including areas devoted to retail sales, display and storage. This use includes but is not limited to bakeries and specialty food production facilities, welding and fabrication and sculpture studios, greenhouses and specialty furniture and cabinet makers.*

Recommendation to Council

The Specialty Manufacturing/Cottage Industry, major use, requires the Rural Business land use designation ***(Attachment No. 2)***

An amending bylaw, Bylaw No. 1370-26 has been prepared for Council's consideration ***(Attachment No. 3)***.

Bylaw No. 1370-26 was given First Reading on February 10th, 2026 and subsequently a public hearing was held on March 10th, 2026

FINANCIAL IMPLICATIONS:

None.

MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9

APPLICATION FOR AMENDMENT TO THE LAND USE BYLAW

APPLICATION FEE $1000 **RECEIPT NO.** 70417

I/We hereby make application to amend the Land Use Bylaw.

Applicant: Theresa Hann and Stuwart Hann

Address: [redacted] Telephone: [redacted]

Owner of Land (if different from above): same as above

Address: _____ Telephone: _____

Lot _____ Block 4 Registered Plan 7910279

or Certificate of Title 181 145 211 / 181 145 188

Quarter SW 34 Township 7 Range 2 Meridian W5

AMENDMENT PROPOSED:

From: AG portion of above sw34-7-2-W5

To: Rural Business (the 8.45 ac + 7.576 ac of proposed subdivision)

REASONS IN SUPPORT OF APPLICATION FOR AMENDMENT:

To facilitate subdivide partial to agger subdivision requested, for Reference's from ORRSC

*See attached notice of "Incomplete Subdivision Application + mapping from Shawn Okamura

I/We enclose $ 1000 being the application fee.

DATE: Jan 29/26

Applicant

Registered Owner

Information on this application form will become part of a file which will be considered at a public meeting.

IMPORTANT NOTES:

1. Every application for an amendment to the Land Use Bylaw shall be completed in every part and signed.

2. If the amendment involves a change of land use district, the applicant shall also supply:

   (a) a site plan at a scale to the satisfaction of the Development Officer showing the size and shape of the lands affected, the location and extent of existing developments, waterbodies and treed areas and the location and form of any new development intended, fully dimensioned and explicit to the satisfaction of the Development Officer;

   (b) at the discretion of the Development Officer, a Real Property Report as proof of location of existing development; and

   (c) a Certificate of Title indicating ownership and encumbrances.

3. An application fee shall be required.

4. If the amendment involves a revision to the wording of the Land Use Bylaw, including the addition to or the deletion from the permitted or discretionary uses listed for a district, the desired change shall be explicit and reasons given.

5. Failure to complete the application form fully and supply the required information, plans, and fee may cause delays in processing the application.

6. The Development Officer may refuse to accept an application for amendment to the Land Use Bylaw where the information required has not been supplied or where the quality of such information is inadequate to properly evaluate the application.

7. Upon receipt of an application for amendment, the Development Officer shall determine when the application will be placed before the Council and shall issue not less than 10 days' notice to the applicant that he may appear and speak to the application.

8. A decision of the Council in regard to an application to amend the Land Use Bylaw is final but, if refused, the applicant may reapply at any time that the Council agrees to accept another application for the same or similar amendment.

MD of Pincher Creek No. 9
P.O Box 279
1037 Herron Avenue
Pincher Creek Alberta T0K 1W0
(403) 627-3130
Website: www.mdpinchercreek.ab.ca
Email: info@mdpinchercreek.ab.ca

Hann, Theresa and Stuwart
Canada

PAYMENT RECEIPT

Receipt Number:	70417
Date:	1/30/2026
Initials:	SLW
GST Registration #:	10747347RP

Receipt Type	Roll/Account	Description	QTY	Amount	Amount Owing
General	RENZ	Planning Rezoning Fees	N/A	$1,000.00	$0.00

Subtotal:	$1,000.00
Discount	$0.00
GST	$0.00
Total Receipt:	$1,000.00
Cheque:	$1,000.00
Total Amount Received:	$1,000.00

LAND USE DISTRICT REDESIGNATION
SCHEDULE 'A'

FROM: AGRICULTURE – A
TO: RURAL BUSINESS - RB

FROM: GROUPED COUNTRY RESIDENTIAL – GCR
TO: RURAL BUSINESS - RB

PORTION OF SW 1/4 SEC 34, TWP 7, RGE 2, W 5 M
MUNICIPALITY: MD OF PINCHER CREEK
DATE: FEBRUARY 2, 2026

Bylaw #: 1370-26
Date: _____

OLDMAN RIVER REGIONAL SERVICES COMMISSION

MAP PREPARED BY:
OLDMAN RIVER REGIONAL SERVICES COMMISSION
3105 16th AVENUE NORTH, LETHBRIDGE, ALBERTA T1H 5E8
TEL. 403-329-1344

"NOT RESPONSIBLE FOR ERRORS OR OMISSIONS"

LAND USE DISTRICT REDESIGNATION
SCHEDULE 'A'

Aerial Photo Date: 2024

FROM: AGRICULTURE – A
TO: RURAL BUSINESS - RB

FROM: GROUPED COUNTRY RESIDENTIAL – GCR
TO: RURAL BUSINESS - RB

PORTION OF SW 1/4 SEC 34, TWP 7, RGE 2, W 5 M
MUNICIPALITY: MD OF PINCHER CREEK
DATE: FEBRUARY 2, 2026

Bylaw #: 1370-26
Date: _____

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 100 200 300 400

N

MAP PREPARED BY:
OLDMAN RIVER REGIONAL SERVICES COMMISSION
3105 16th AVENUE NORTH, LETHBRIDGE, ALBERTA T1H 5E8
TEL. 403-329-1344
"NOT RESPONSIBLE FOR ERRORS OR OMISSIONS"

February 02, 2026 N:\Pincher-Creek-MD\Pincher-Creek-MD LUD & Land Use Redesignations\MD of Pincher Creek - Bylaw No. 1370-26 Ptn SW 34-7-2-5.dwg

RURAL BUSINESS – RB

1. INTENT

The intent of the Rural Business - RB district is to provide for isolated commercial uses on farm yard locations where commercial uses may be accommodated in the rural areas.

2. USES

2.1 Permitted Uses

Accessory building (see Section 36)
Animal care service, major and minor
Extensive agriculture (see Section 15.1(b))
Farm buildings and structures (see Section 15.1(a))
Home occupation (see Section 47)
Manufactured home, singlewide and doublewide (see Section 54)
Modular home
Personal service
Solar energy system, household wall or roof mounted (see Section 15.1(r))
Single-detached residence
Specialty Manufacturing / Cottage Industry, minor
Wind Energy Conversion System – Category 1 (See Section 57)

2.2 Discretionary Uses

Abattoir
Accessory structure (see Section 37 and Section 15.1(l))
Accessory use
Animal care service, major and minor
Auto body or paint shop
Construction supply and contractors
Dwelling unit as a secondary use to an approved use (see Section 50)
Farmer's market
Garden suite (see Section 49)
Intensive horticultural operation
Mini storage
Moved-in accessory building (see Section 54.6 - 54.9)
Moved-in dwelling (see Section 54.6-54.9)
Outdoor storage
Public utility
Restaurant
Retail store
Secondary suite (see Section 49)
Shipping container (see Section 58)
Sign (see Section 55)
Sleeping unit as an accessory use to an approved use (see Section 50)
Solar energy system, household – freestanding (see Section 59)
Specialty manufacturing / Cottage industry, major
Tourist home (see Section 47)

2.3 Prohibited Uses

All uses not deemed similar by the Development Authority to any permitted or discretionary use listed above.

2.4 USE REQUIREMENTS:

(a) Prior to the approval of any commercial or industrial use, a dwelling unit must be established on the parcel;

(b) Commercial and industrial uses shall be located to the rear of the dwelling unit;

(c) Commercial and industrial uses shall directly involve one or more residents of the parcel involved in the business or operation;

(d) Hours of operation of commercial and industrial uses occurring outside of an enclosed building shall be limited to between 8:00 a.m. and 7:00 p.m.;

(e) Any outdoor storage associated with a commercial or industrial use shall meet the building setback requirements for commercial and industrial buildings;

(f) A development application which proposes to locate an outdoor storage use within the boundary of the Burmis Lundbreck Corridor Area Structure Plan:

(i) at a location which, in the opinion of the MPC, is highly visible to the travelling public from Provincial Highways 3, 3A, 22 or 507; or

(ii) at a location which is highly visible to an adjoining or nearby residence, a public park or recreation use, a commercial / private recreation use or a public and institutional use;

shall not be approved.

3. MINIMUM LOT SIZE

All residences:	1.2 ha (3 acres) to a maximum of 4.05 ha (10.00 acres)
Other uses:	1.2 ha (3 acres)

4. MINIMUM SETBACK REQUIREMENTS

Setbacks from public roadways:	30 m (98.4 ft.)
All other property lines:	7.5 m (24.6 ft.)
Provincial highways:	Minimum distance as set by Alberta Transportation and may be increased by MPC where warranted
Railways	
(application: residence, dwelling	40 m (131 ft.) or less if mitigated by sound attenuation
or sleeping units):	and not considered an unsafe location

Note: Setbacks can be varied by the MPC if they meet the generally accepted rules of variances as outlined in Section 18.

See Section 57 for setbacks pertaining to WECS.

5. MAXIMUM BUILDING HEIGHT

Principal buildings:	10.7 m (35.1 ft.)
Accessory buildings:	10.7 m (35.1 ft.)
Fences, privacy walls and gates:	1 m (3.3 ft.) in all front yards
	2 m (6.6 ft.) in all side and rear yards

6. ENVIRONMENTAL SETBACKS AND SEPARATION DISTANCES

See Sections 35, 44 and 45.

7. LANDSCAPING, SCREENING AND LOCATION OF STORAGE

The outdoor display of goods, materials or equipment solely for advertisement purposes may be allowed by the MPC, but unless otherwise required by the MPC, foods, material and equipment:

(a) shall not be stored in a front yard; and

(b) shall be screened from public view, to the satisfaction of the MPC.

8. REFUSE SCREENING AND STORAGE

Unless otherwise required by the MPC or the Development Officer:

(a) refuse or garbage shall be kept in a suitably-sized container or enclosure;

(a) refuse and refuse containers shall be effectively screened; and

(b) refuse and refuse containers shall be located in a rear yard.

9. OFF-STREET PARKING AND LOADING REQUIREMENTS

See Section 56.

MUNICIPAL DISTRICT OF PINCHER CREEK NO. 9
BYLAW NO. 1370-26

Being a bylaw of the Municipal District of Pincher Creek No. 9 in the Province of Alberta, to amend Bylaw No. 1349-23, being the Land Use Bylaw.

WHEREAS Section 639 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended, provides that a municipality must pass a Land Use Bylaw;

WHEREAS The Municipal District of Pincher Creek No. 9 is in receipt of a request to change the land use designations of lands legally described as:

Block 4, Plan 7910279, as shown on Schedule 'A' attached hereto, from "Grouped Country Residential - GRC" to "Rural Business – RB"; and
The portion of SW 34-7-2 W5M as shown on Schedule 'A' attached hereto, from "Agricultural - A" to "Rural Business – RB"; and

WHEREAS The purpose of the proposed amendment is to allow for rural business subdivision and development;

NOW THEREFORE, under the authority and subject to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, as amended, the Council of the Municipal District of Pincher Creek No. 9, in the Province of Alberta, duly assembled does hereby enact the following:

1. This bylaw shall be cited as "Land Use Bylaw Amendment No. 1370-26".

2. Amendments to Land Use Bylaw No. 1349-23 as per "Schedule A" attached.

3. This bylaw shall come into force and effect upon third and final passing thereof.

READ a first time this ____ day of _____, 2026.

A PUBLIC HEARING was held this ____ day of _____, 2026.

READ a second time this ____ day of _____, 2026.

READ a third time and finally PASSED this ____ day of _____, 2026.

_____	_____
Reeve	***Chief Administrative Officer***
Rick Lemire	*Roland Milligan*

CHIEF ADMINISTRATIVE OFFICER'S REPORT

March 9, 2026, to March 20, 2026

Discussion:

Mar 10	Council Committee and Regular Council Meetings
Mar 11	Joint Health and Safety Committee Meeting
Mar 12	Emergency Advisory Committee Meeting
Mar 16	Teams Meeting with Minister Hunter and MLA Petrovic
Mar 17	Coffee with Council - Div 1 – Twin Butte
Mar 18	Special Joint Council – Town of Pincher Creek

Upcoming:

Mar 24	Council Committee and Regular Council Meetings
Mar 25	Employer Pre-Bargaining Meeting
Mar 26	Emergency Advisory Committee Meeting
Mar 27	MD Pincher Creek/Circular Materials Depot and Curbside Discussion

RECOMMENDATION:

That Council receives for information the Chief Administrative Officer's report for the period March 9, 2026, to March 20, 2026.

Prepared by: Roland Milligan, CAO Date: March 18, 2026

Respectfully presented to: Council Date: March 24, 2026

ADMINISTRATIVE SUPPORT ACTIVITY

March 5, 2026 to March 19, 2026

Correspondence from the Last Council:

- Concerns Regarding Brushing at NE 22-5-30 W4M
- Request for Funding – Coalfields Community Centre
- Alberta SouthWest Regional Alliance – Thank you for attending

Advertising/Social:

- Canadian Agricultural Safety Week
- Coffee with Council – Division 1
- PSA Road Closure – Township Road 65
- Early closure of Crowsnest Pincher Creek Landfill
- ReUse & Recycle Fair – June 13, 2026 from 10am to 2pm
- Volunteer Appreciation Event – April 22, 2026
- Public Hearing for Bylaws 1369-26 – April 14, 2026
- Special Council Meeting Notification
- Courtesy Post – Hill Spring Market
- Rural Crime Watch Meeting – April 15, 2026 at 6:30 pm
- Notification of Increase Traffic Fines
- Dust Control Applications Available – Deadline May 1

Other Activities:

- Working on 2026 Newsletter
- Coffee with Council – Division 1
- Special Joint Meeting with Town

Invites to Council:

Upcoming Dates of Importance:

- Regular Committee, Council – March 24, 2026
- Easter Break April 3 through 6, 2026
- Regular Committee, Council – April 14, 2026
- Public Hearing Bylaw 1369-26 – April 14, 2026
- Rural Crime Watch – April 15, 2026 6:30 pm
- Coffee with Council – Division 3 – April 21, 2026
- Volunteer Appreciation Dinner – April 22, 2026
- Pincher Creek Trade Show – April 24 and 26, 2026
- Regular Committee, Council – April 28, 2026

Administration Guidance Request

TITLE: 2026 COFFEE WITH COUNCIL – DIVISION 2			
PREPARED BY: JESSICA MCCLELLAND		**DATE: March 19, 2026**	
DEPARTMENT: ADMINISTRATION			
			ATTACHMENTS: None
Department Supervisor		**Date**	
APPROVALS:			
			2026/03/19
Department Director	**Date**	**CAO**	**Date**

That Council determine a new date for November's Coffee with Council at the MD Office.

BACKGROUND:

Last December, the Coffee with Council dates were scheduled. Upon reviewing the calendar, we notice that November 17, 2026, falls during the RMA Convention. Council could reschedule to the Thursday following RMA, November 25, 2026.

FINANCIAL IMPLICATIONS:

Budgeted.

Outlook

H

Canada Day Opening Ceremonies

From Kootenai Brown Pioneer Village <mail.kbpv@gmail.com>
Date Fri 2026-03-06 10:54
To Jessica McClelland <AdminExecAsst@mdpinchercreek.ab.ca>

Reeve Rick Lemire and Members of Council
Municipal District of Pincher Creek No. 9

March 6, 2026

Dear Reeve Rick Lemire and Members of Council,

On behalf of the staff and volunteers of Kootenai Brown Historical Park, I am pleased to extend a formal invitation for you to join us for our **Canada Day in the Park Celebration** on **Wednesday, July 1, 2026**, at Kootenai Brown Historical Park.

Our annual Canada Day celebration brings together residents and visitors from across the region to recognize the day in a spirit of community, heritage, and national pride. The event will begin at **11:00 a.m.** with a **flag raising ceremony**, followed by the singing of **O Canada**.

We would be honoured to have the Reeve and members of Council attend as distinguished guests and participate as **official dignitaries during the colour guard and flag raising ceremony.** Your presence would help mark this important national celebration and reflect the strong connection between our local heritage institutions and the broader community.

Following the opening ceremony, guests are warmly invited to remain and enjoy the festivities taking place throughout the park.

If you are available to attend and participate, please let us know at your convenience so that we may include your names in the program and coordinate the ceremony details.

Thank you for your continued leadership and support within our region. We hope you will be able to join us in celebrating Canada Day with the community.

Sincerely,
Danin Lawrence
Kootenai Brown Historical Park Operations Lead
Pincher Creek Visitor Information Center Coordinator
(403) 627-3684
https://www.kootenaibrown.ca/

"This is what I have seen in my dreams. This is the country for me."

Matthew Halton High School

P.O. Box 1090, 945 Davidson Avenue
Pincher Creek, Alberta T0K 1W0
403-627-4414

H1b

March 15, 2026

Dear Community Supporter,

The Matthew Halton Sr. Girls Basketball team has had an incredible season, and we are proud to share that they have qualified for the 2A SSA Provincial Championships in Peace River, Alberta, March 18–22. Even more exciting, the team is currently ranked #2 in the province. It is the first time since 1992 that Matthew Halton has had a Basketball team compete at Provincials.

Our team is a combined effort between Matthew Halton High School and Lundbreck School, bringing together eight dedicated athletes who have worked extremely hard to reach this level of competition. For these students, competing at provincials is an unforgettable opportunity to represent our schools and our community on the provincial stage.

Travel to Peace River is a significant distance, and transportation costs for the team are substantial. We are reaching out to our community for support to help cover these travel expenses so our athletes can focus on competing and representing our region with pride.

Donations of any amount are greatly appreciated.
Contributions can be made in the following ways:

- In person: at the Matthew Halton School Office
- E-transfer: lhssportsbooster@gmail.com (Please make the answer to the question **Basketball** and please make a note it is for the Sr GIrls BBall Team)

Your support will directly help these student-athletes make the journey to provincials and experience the reward of their hard work and dedication.

Thank you for considering this request, for any further information please contact Eliza Grose 403-627-9489 or the school office 403-627-4414. Thank you for supporting youth athletics and helping our team make this exciting trip possible. Our community support means the world to these athletes.

Sincerely,

Matthew Halton Sr. Girls Basketball Team

ST MICHAEL'S SCHOOL
PINCHER CREEK
Est. 1904

P.O. Box 1750
864 Christie Ave.
Pincher Creek, AB
T0K 1W0

Ph: 403-627-3488

Principal - Karen Schmidt *Associate Principal- Mark Wynder*

February 6, 2026

Dear Sir/Madam,

On May 9, 2026, St. Michael School will host "A Night in Paris," an adults-only formal fundraising gala in support of our Athletics program and the St. Michael's Church. We are writing to respectfully request your support through the donation of an item for our silent and/or live auction to help us achieve our fundraising goals.

This event is organized by our Leadership Class, a student-led initiative dedicated to creating meaningful opportunities within our school and the broader community. Over the past year, our students have raised funds for the Pincher Creek Food Bank, supported the Giving Tree Program, and operated a school canteen to finance Leadership initiatives. Proceeds from this gala will primarily go to the Multiplying the Hope Campaign for St. Michael's Church; the remaining funds will be used to replace aging athletic equipment, ensuring our students have access to safe and up-to-date resources.

In appreciation of your generosity, your business will be recognized at the entrance of the event, during the gala program, and across our social media platforms. Donations will be accepted until Friday, May 1, 2026. We will follow up with you closer to the date of the event. Items may be dropped off at the St. Michael's School office.

Should you have any questions, please do not hesitate to contact Manon Thauvette at 403-627-3488 or by email at thauvettem@holyspirit.ab.ca.

Thank you for considering our request and for your continued support of our students and community.

Sincerely,

Leadership Team
Manon Thauvette

St. Michael's School
PO Box 1750
Pincher Creek, AB
T0K 1W0

Outlook

URGENT: #2840 Sentinel Record - Forensic Disclosure - Attn: Mayor/Reeve and Council

From Dave Bairnes <dbairnes@gmail.com>
Date Thu 2026-03-12 10:30
To Rick Lemire <CouncilDiv2@mdpinchercreek.ab.ca>; MDInfo <MDInfo@mdpinchercreek.ab.ca>; Wayne Oliver <woliver@pinchercreek.ca>; mayor@crowsnestpass.com <mayor@crowsnestpass.com>; cao@crowsnestpass.com <cao@crowsnestpass.com>; mayor@lethbridge.ca <mayor@lethbridge.ca>; citycouncil@lethbridge.ca <citycouncil@lethbridge.ca>; reception@pinchercreek.ca <reception@pinchercreek.ca>

1 attachment (56 KB)
SR Introduction and Oath Letter to the Guardians March 12 2026.pdf;

To the Mayors, Reeve, Councils and Stakeholders;

Further to my formal disclosures in early February to Premier Smith, Minister Jean, and the AER, I am now formally notifying you of the existence of the #2840 Forensic Record (1976–Today). As the custodian of this record, I have placed the Federal IAAC and the Sovereign Nations on notice that the Hancock/NorthBack 'experiment' represents a terminal geotechnical risk to our regional water security. Since the Provincial authorities have failed to address the 1976 baseline, I am placing this technical 'Notice' directly in your hands to protect our municipal interests.

The following was sent to the Principal Guardians at Brocket and StandOff, this morning, follow official notification, to the Federal Environment Minister and the IAAC, yesterday, at 10:46 AM, MDT.

FROM: SR (Sentinel Placeholder for Forensic Record #2840)
DATE: March 12, 2026 – 08:00 HRS
REF: Direct Federal Disclosure (IAAC) – March 11, 10:46 AM

1. THE SOVEREIGN ACKNOWLEDGMENT & OATH
SR recognizes the inherent and sovereign authority of the Niitsitapi over the Iittoyookaattsii, the Oldman River, and the downstream territory. I hereby submit my #2840 Personal and Forensic Record to you, the true and rightful Guardians. I place this record in your hands as the Sentinel technical instrument of your sovereignty.
2. THE CUSTODIAN'S STORY
This record is my life's work. From 1976 to today, I have walked these slopes, mapped these strata, and held this data as a private trust. I was there when the 1976 Coal Policy was forged; I am here now to ensure its forensic truth is not erased. I know many of you, many of you know me; we are the kindred spirits, guardians of this special place on Turtle Island. I provide this history as your guarantee that this data is a lived reality, guarded specifically for this moment of crisis.
3. THE COVENANT OF COEXISTENCE
We respect the rights of industry, agriculture, and commerce to coexist. SR provides this brief to protect the billion-dollar regional economy from a specific, terminal threat: the

Hancock/NorthBack/Crowsnest Pass Coal Mining experiment/deception, in collusion with Danielle Smith’s Alberta UCP “government.”

4. THE FORENSIC REALITY

The Proponent’s "Advanced Project" status is a forensic fraud. Our records prove the SME-819 interface is being breached. These boreholes are vertical conduits that will allow high-pressure saline systems to permanently contaminate the freshwater aquifers of the Iittoyookaattsii.

5. THE MAGPIE PRECEDENT & DISPOSAL

By invoking the legal personhood of the Magpie River in Quebec, we will assert the river's right to bodily integrity. I place the SR Sentinel Placeholder at your disposal as your guide to navigate the IAAC Section 9 intervention and the regulatory void.

Oki,
SR
Keeper of the Iittoyookaattsii Record

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DATE: March 12, 2026 – 08:00 HRS

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Oki,

SR

Keeper of the Iittoyookaattsii Record

ALBERTA

ENVIRONMENT AND PROTECTED AREAS

Office of the Minister

March 12, 2026

Mr. Rick Lemire, Reeve
c/o Ms. Jessica McClelland, Executive Assistant
Municipal District of Pincher Creek No. 9
1037 Herron Avenue
PO Box 279
Pincher Creek AB T0K 1W0
adminexecasst@mdpinchercreek.ab.ca

Dear Reeve Lemire:

Thank you for your letter supporting enhanced aquatic invasive species (AIS) prevention and your commitment to strengthening Alberta's AIS response.

Environment and Protected Areas (EPA) remains committed to implementing the AIS Task Force's recommendations and strengthening Alberta's AIS prevention and response framework. We are increasing the number of watercraft inspection stations from 11 to 12 by adding a new site at the Chief Mountain Border Crossing, while continuing to deploy the roving crew. We are also adding two conservation K9 teams to return to the full complement of three teams.

The AIS Task Force recommended several key measures as essential to building a robust, provincewide defense against invasive mussels. I am pleased to share EPA advanced all seven AIS Task Force recommendations.

AIS program enhancements driven from task force recommendations include:

- exploring alternative funding to stabilize AIS program budgets and not be subject to treasury board fluctuations. As well, a pilot proof of inspection sticker was used in 2025, and is being repeated in 2026;
- pursuing the first in Canada pilot dip tank technology for hot washing watercraft;
- instituting mandatory inspections for all watercraft entering Alberta from eastern or southern borders, requiring watercraft to report to designated provincial inspection stations before launching into Alberta's waters;
- advocating more aquatic pesticide registrations be made available in Canada to improve response efforts if/when needed;

204 Legislature Building, 10800 - 97 Avenue NW, Edmonton, Alberta T5K 2B6 Canada Telephone 780-427-2391

- enhancing detection abilities by incorporating environmental DNA monitoring through water filtration to catch elusive species difficult to detect by conventional monitoring efforts;
- ensuring a detailed plan for early detection and rapid response for invasive mussels is developed, as well as updating the general AIS plan; and
- ensuring government readiness and preparedness if Alberta detects an occurrence of invasive mussels by conducting annual exercises.

For more information, or to discuss next steps, please contact
Ms. Nicole Kimmel, Aquatic Invasive Species Specialist, in Edmonton,
at 780-975-3793 (dial 310-0000 for a toll-free connection)
or nicole.kimmel@gov.ab.ca.

Thank you for your ongoing support in protecting Alberta from AIS.
Your leadership and collaboration are essential, as addressing the threat of invasive species is a shared responsibility.

Sincerely,

Grant Hunter
Minister of Environment and Protected Areas

cc: Honourable Danielle Smith
Premier of Alberta

Honourable RJ Sigurdson
Minister of Agriculture and Irrigation

Chelsae Petrovic
MLA, Livingstone-Macleod

March 12, 2026

Reeve & Council
Municipal District of Pincher Creek No. 9
PO Box 279
Pincher Creek, AB T0K 1W0

Dear Reeve & Council,

Thank you so much for your generous donation to STARS. Your generosity makes a difference in the lives of patients like me.

On New Year's Day, my family and I were enjoying the end of the holidays at our cabin. I took my snowmobile out for one last ride with my brother and sister. It was looking to be another fun day—or so I thought. What happened next, I don't remember. But my family will never forget.

My snowmobile crashed. I lay motionless in the snow, struggling to breathe as my lips turned blue. My family knew this wasn't a good sign. When they heard STARS was on the way, hope returned - maybe I had a chance. The STARS crew worked quickly on the ground and in the air; they fought to keep me alive. They gave me a blood transfusion during the flight and worked hard to stabilize me before we reached the nearest hospital. I survived because of STARS—and donors like you.

Most people will never need STARS. But for those who do, your support means everything. It ensures STARS can respond with critical care when it matters most. Today, because of your $7,000.00 donation, I'm a high school student and an elite soccer player, looking forward to enjoying another holiday with my family. Thank you!

Sincerely,

Theo Konidas

Theo Konidas
STARS Very Important Patient

403-295-1811 | 1-855-516-4848
1441 Aviation Park NE, Box 570
Calgary, AB T2E 8M7
donations@stars.ca | stars.ca

PLEASE CUT HERE

Shock Trauma Air Rescue Service Foundation

1441 Aviation Park NE, Box 570
Calgary, AB T2E 8M7
stars.ca

Municipal District of Pincher Creek No. 9
PO Box 279
Pincher Creek, AB T0K 1W0

Receipt Number: [redacted]
Date Issued: March 12, 2026
Gift Date\Type: 2026-03-12\Cash
Receipt Amount: $7,000.00

Gift Amount: $7,000.00
Advantage Amount: $0.00

Per: