



# COUNTY LONG RANGE INFRASTRUCTURE PLAN

## 2025 – 2029

Prepared by: County Long Range Infrastructure Planning Committee

Updated: September 2024

## Table of Contents

Executive Summary.....	3
Foreword.....	5
Strengths and Challenges.....	6
Vision for the Plan.....	6
Governance .....	7
Types of Infrastructure .....	8
Roads.....	8
Bridges .....	8
Buildings (Administration Building, Ops Buildings, Ag Building).....	8
Airports.....	9
Industrial Parks .....	10
Water .....	11
Wastewater .....	11
Recreation.....	11
Land.....	11
Fleet.....	11
Defining the Strategic Infrastructure Goals .....	12
Roads.....	12
Capital Projects .....	13
Non-Conforming Roads .....	13
Bridges .....	14
Buildings.....	14
Airports.....	14
Industrial Parks .....	14
Land.....	14
Funding Model.....	15
Tables and Maps.....	18

## Executive Summary

This document is meant to both outline Mountain View County's existing assets, as well as identify the requirements of how new assets and upgrades to existing assets are to be prioritized. In addition to Council's strategic goals for Mountain View County, County infrastructure must also deliver the following;

- Support growth as per the MDP for commercial, industrial, and residential, maximizing the investment in infrastructure in the locations identified in the Municipal Development plan (MDP) and Area Structure Plans (ASP), when development occurs;
- Incorporate joint growth opportunities between the County and urban centers;
- Provide a road network that integrates with the Provincial Highway System and road networks of our neighboring municipalities;
- Ensure that the infrastructure is adequate to provide the required service levels as defined in the business plans year-over-year;
- Be an evidence-based plan that will stand up to the changes in both Municipal leaders and Administration;
- Be a plan that is developed with input from all departments to ensure it is as all-encompassing and sustainable with respect to economic, social, and environmental factors.

This following document focuses on non-recurring capital projects only. Maintenance operations are not covered in this document as they are addressed in existing County policies. The strategic infrastructure plan, in compliance with all the current County statutory plans and should be reviewed annually so that any changes in County policy that could alter the long-term strategic vision of the County be adopted.

The plan has been developed with input from all departments in a multi-disciplinary committee. It is the consensus of the committee that the current County road network is adequate and in good repair for the current traffic and community needs.

The plan identifies suggested capital investment in infrastructure, prioritizing which projects should be done in the next five to ten years, and identifies projects that have been engineered but have been deferred with the reasoning for deferral. Council ultimately has the final say on which projects will be included in the approved budget.

The following main conclusions have been determined by the Committee:

- Capital recurring projects (re-chipping, re-gravelling, base stabilization, and asphalt long patching) will have priority in Capital funding. It is most important to maintain the current County system first and foremost.
- It is not recommended to pre-invest in infrastructure that could support high density development in areas that are identified in Policy (MDP and ASPs) but have not yet received approval. Although the County has strong policy around directing commercial/industrial and high-density residential

development to specific areas within the County, it is up to Developers to purchase the land and propose development to the County. This means that the timing of development will always be uncertain.

- All County Road upgrades will be considered on a case-by-case basis. A comparative analysis and budget are required for each project.
- Each project will be evaluated on a risk analysis basis. This should include criteria such as:
  - The number and size of wetlands in the area; environmental and enhanced timelines due to new framework;
  - The availability of qualified contractors to do the work;
  - The amount of land acquisition required for the project;
  - The availability of gravel and borrow;
  - Timing of the Provincial approval process and the grant application process where applicable.
- Capital upgrade of roads should be focused on the highest traffic areas and those providing access to the Towns where County residents access services. Although there are no set values for traffic counts that would currently trigger road upgrades, there is much value to be gained in monitoring the changes and road traffic patterns, which is done frequently with the County's traffic counters.
- A three-year Fallen Weight Testing Program was completed on all County hard surface roads. The report completed by Wood has been accepted by Council and is formally named the "Roadway Assessment Program". This program was done to evaluate the structural adequacy of the existing pavement structures, as well as to determine the structural requirements for a specified design period. In addition to the actual measurement of the structural integrity of the road, each segment of road was observed for distresses and deflections which were caused by cross slope distortion, pavement failure, ruts, surface gravelling and patches, flushing, slide issues and transverse/longitudinal/alligator/block cracks.

This data will be used in the development of all future capital and maintenance works and the evaluation of roads for any new proposed developments which causes increased traffic flows. The data has also provided the opportunity for a quick and easy evaluation of roads prior to deciding on repairs such as the base stabilization program or asphalt long patching. The data states the amount of road base percentage that would be required on each segment of road. The higher the recommended road base, the more the road is in need of base repairs. This, along with the observed failures, combine to form an opinion on the extent of repairs required and/or whether the proposed work will be successful.

- The Roadway Assessment Program (Fallen Weight Testing Program) is also being used to check the integrity of roads affected by proposed new development. The data available through the Roadway Assessment Program makes it possible to evaluate the effect of the increased traffic on the road through an easy and straight forward process.
- Lifecycle costs should be a consideration in all infrastructure projects.

- In addition to life cycle costs, there needs to be a funding flow for each year that illustrates how each year of projects will be funded and how it will affect overall County finances.
- Reserves will be used so that in most cases the County will not need to use long term financing to complete initiatives. This means that when we know of a large future initiative the County will start building reserve funds over a number of years in order to have collected funds in advance to pay for the initiative. Current tax payers will be paying for future initiatives but would receive the benefits of past initiatives and the benefit of earning rather than paying interest. However, the need to use long term financing should not necessarily cause an initiative to be rejected.
- Council has directed that administration regularly evaluate bridges on a case-by-case basis, but the use of an overall bridge rationalization program will not be required.

## Foreword

Mountain View County has historically funded many engineering studies on infrastructure. These engineering studies aid in the identification and prioritization of capital projects within the County infrastructure network. The following plans were utilized in the formation of this strategy and should continue to remain a primary source of reference concerning the County road system:

- 2001 Rural Road Study – Alberta Municipal Affairs & AMEC Infrastructure Ltd.
- 2007 Rural Road Study – AMEC Infrastructure Ltd.
- 2013 Local Road Management Plan – AMEC Infrastructure Ltd.
- 2018 Road Assessment Program – Wood.
- 2020 Pavement Resurfacing Plan – Wood.
- 2023 Subdivision Surfacing Plan – Mountain View County

With the ever-increasing cost of capital projects, as well as the extended time frame to identify, engineer, plan, and execute significant capital projects, the need for a strategic long-term plan is paramount for the County. The purpose of this strategic plan is to collect all the information beyond engineering studies regarding the current and future infrastructure needs within Mountain View County and organize it into one document to produce a long-range plan. This will allow for more efficient capital funding and to also promote the retention, expansion, and growth of commerce and industry in the allocated areas identified in the current Municipal Development Plan and Area Structure Plans. The strength of the plan is in the inclusion of all relevant information, as well as an integrated approach with Economic Development, Planning and Development, Finance, and the Operations Department.

## Strengths and Challenges

The County currently maintains 2,897 kms of road infrastructure, as well as 254 bridges and bridge structures. The road infrastructure is broken down to 1,975 kms of gravel roads, 818 kms of chip surface and 104 kms of paved surface roads. With the average road rebuild to asphalt costing an estimated \$1.0 million/km, and limited grant funding from the Provincial Government, tough choices will need to be made in the future as to which road infrastructure is the highest priority for upgrade.

With a large inventory of gravel roads in the County, sourcing good quality gravel in the eastern side of the County continues to be a challenge. The County has actively prospected for gravel deposits within the east side area, but the results have not been successful. As gravel sources on eastern side of the County are depleted, there will be a need to haul gravel from the west side, increasing the cost of operations and capital road projects.

The County provides many services through intermunicipal collaboration agreements with its Urban Partners where nearly all fire halls, recreation and culture facilities are located. By providing financial support to these facilities, the County ensures that its residents receive fair and equitable access. These facilities, including their upgrades and expansions, although they are not under the direct control of the County and therefore not in the infrastructure inventory, are dealt with through a formalized approval process providing some degree of certainty and long-range planning opportunities.

Other key strategic infrastructure within the County is the ability to access potable water via the Mountain View Regional Water Services Commission (hereafter called the Water Commission).

The County has six business parks focused on industrial and commercial development, as well as two airports, all of which the County has identified as strategic assets to further the Economic Development objectives of the municipality.

Strengths for the County in future will be access to the HWYs 2, 2A, 22 and 27 corridors, access to rail, dedicated areas for commercial and industrial development and the local airports. Also, a major strength is the time, effort and funding that has already gone into the creation of Statutory Plans (Municipal Development Plan, Area Structure Plans, Land Use Bylaw, etc.), as well as the numerous engineering studies of both road infrastructure and buildings which clearly outline the technical evidence required to define each project.

## Vision for the Plan

The vision for the plan is to build an effective and efficient infrastructure system that will provide a high quality of life to residents and visitors, as well as encourage commercial and industrial retention, growth and development in the County where most appropriate.

To achieve this, the following criteria must be taken into account:

- Providing an effective and efficient means of travel within the County: The Operations Department focuses on maintenance and capital projects to protect the road and bridge infrastructure ensuring that the maximum life expectancy of these assets is achieved. This requires that all targets for re-gravelling, re-chipping, long patching, roadside mowing, and ditching are continually achieved, with annual reviews of service levels to ensure that the funding is adequate.

- Must be growth and business focused: Investment in all infrastructure must not only be engineering-based but must include insight into growth areas in both the County, and the urban centers and include input from Operations, Planning and Development, Economic Development, Agriculture Services and Finance. Achieving the goals of the County to preserve the rural way of life, while recognizing the need for growth in commercial and industry to diversify the tax income and provide local jobs, the County must maximize the opportunity to support growth through well thought out investment in infrastructure.
- Must be financially sustainable: Fiscal responsibility is at the forefront for Mountain View County. Therefore, all investments must be not only financially possible in the execution phase but must also be financially sustainable in the ongoing operation and maintenance of those assets. Therefore, close consideration of life-cycle costs must be the new norm.

## Governance

The Strategic Infrastructure Plan is a plan approved by Council which identifies projects that should be completed within five years and identifies other projects that should be considered in the longer term.

To ensure that this plan remains relevant, it must be reviewed on an annual basis. The review must be inclusive and involve all County departments, Council representative, and any external subject matter experts that the County considers relevant.

### Approval

The Strategic Infrastructure Plan must be approved by Council at the time of initial adoption and then again annually following review by the County Long-Range Infrastructure Plan Committee.

### Plan Review

The Plan will be reviewed prior to September 30th of each year by the Committee. The Committee will review and recommend direction to Council so that Council can approve Capital Budgets to support the plan in accordance with relevant policies and service levels.

### Committee

The Committee will ensure that the Strategic Infrastructure Plan is aligned with direction from Council, and with Council Goals, and will recommend capital expenditures in accordance with the plan, County policies and service levels.

As per the Terms of Reference for the Committee, adopted by Council, the Committee will consist of:

- Chief Administrative Officer
- All County Directors
- Economic Development Officer
- External subject matter experts (when required)
- Administrative representation from the Department responsible for implementation

This cross section of individuals and departments will provide perspective to identify, evaluate, justify, prioritize, recommend, and monitor the plan.

## Types of Infrastructure

### Roads

Roads are the County's largest and most expensive infrastructure, with 2,897 kms of roads to maintain and upgrade, including 1,975 kms of gravel roads, 818 kms of chip surface and 104 kms of paved surface roads. The road network is broken down as follows;

- Collector roads: gathering and distribution roads providing a connection between the local road system and the Provincial highway system. These roads provide the most efficient and effective way for traffic to move throughout the County and connect to the provincial highways. By identifying the most highly used roads in the County into the collector road network, prioritization is also given to these roads with respect to snow removal to ensure the County crews and equipment are being maximized in their efforts to service the highest number of residents and business. The majority of the collector road network is hard surface. When the collector roads are upgraded, the standard of the upgrade will be according to Policy #4005.
- Local roads: roads that primarily provide access to property. These roads will be upgraded to County Policy #4005. There is more flexibility with respect to the surfacing strategy for local roads.

### Bridges

The County currently has an inventory of 254 bridges or bridge structures, with an estimated replacement value of \$123,600,000. Bridges and bridge structures are inspected on an annual basis according to the Provincial regulations and based on these inspections, the plan for maintenance and upgrade is determined.

### Buildings (Administration Building, Ops Buildings, Ag Building)

The inventory of the buildings in the County have a replacement value of \$50,000,000 (excludes demolition and removal costs) A list of buildings along with the current status are as follows:

Administration Building: built in 2005, with an expected life span of 40-50 years.

Firehalls: The County is a partner to all the urban centers within the County borders, ensuring fire protection is provided to all County, Town, and Village residents. The following is an overview of the current fire hall locations;

- Water Valley: Currently the County independently owns only one firehall, located in Water Valley.
- Cremona: The Firehall in Cremona has been operated by the County since 2011, with 100% of the equipment and 80% of the operations being funded by the County; however, ownership of the hall remains with the village. The County will be looking to identify future Fire Hall requirements for the Cremona area in the near future.



- Olds: The County contributes operational funding to the Town of Olds based on the Fire Services Sub - Agreement held between the parties which includes funding allocated for bay space.
- Carstairs: The County contributes operational and capital funding to the Town of Carstairs based on the Fire Services Sub-Agreement held between the parties. The Town of Carstairs and Mountain View County co-own a Joint Fire Hall in the Town of Carstairs where the County maintains a 47% ownership stake.
- Didsbury: The County contributes operational and capital funding to the Town of Didsbury based on the Fire Services Sub-Agreement held between the parties. The Town of Didsbury and Mountain View County co-own a Joint Fire Hall in the Town of Didsbury where the County maintains a 44% ownership stake.
- Sundre: The County rents bay space and contributes operational and capital funding to the Town of Sundre based on the Fire Services Sub-Agreement. Preliminary conversations relative to the necessity for a new Fire Hall in Sundre have been held with no immediate timeline identified.

Agriculture Shop: A new agriculture shop was constructed in 2015, with a 50 year life span.

#### Operations Buildings:

- Olds Shop, storage shed, Quonset, metal building
- Eagle Hill Shop
- Sundre Shop
- Westward Ho north and south washrooms, pavilion, trailer residence, Quonset
- Cremona Shop
- Luft Pit Shop
- Didsbury Shop, Quonset, Patrol shop
- Carstairs Shop
- Luft Pit Shop and sand shed
- East Side Grader Shop
- Bergen Shop

#### Airports

The County is home to two regional airports, both owned by the County but operated by a third party contractor, KS2 Management Ltd. The County also owns and operates a Fuel System at the Sundre Airport and Olds/Didsbury Airport. Development Plans have recently been completed for both the Sundre and Olds/Didsbury Airports that will be used to develop both the existing leased/owned lands and the

remaining lands owned by the County. Recent Capital projects include upgrading the runway lighting, chip sealing a new taxiway, and the extension of the runway at the Olds/Didsbury Airport.

Neither of the airports are serviced and lot owners are responsible for providing their own on-site water and wastewater.

The County is responsible for capital upgrades within our existing regional airports.

The following Table gives an overview of the existing airports:

<b>Airport</b>	<b>Total Area (acres)</b>	<b>Number of Lots</b>	<b>Largest Lot Size (acres)</b>	<b>Smallest Lot Size (acres)</b>	<b>Average Lot Size (acres)</b>
Olds-Didsbury Airport	15.38	51	1.3	0.13	0.3
Sundre Airport	8.96	23	1.7	0.1	0.39

### Industrial Parks

Our business park districts accommodate a broad range of commercial and industrial businesses. Permitted uses within these areas include but are not limited to: Automotive Equipment and Vehicle Services, Medical Treatment Services, Service Stations, Indoor/Outdoor Eating Establishments, etc. (for more information on land uses within the I- BP district, refer to Section 14.1 of the Land Use Bylaw).

None of the County's existing business parks, except for Netook Crossing, are serviced. Lot owners are responsible to provide their own on-site water and wastewater. In Netook Crossing, the County provides wastewater servicing only.

The County Operational Services Department is responsible for maintenance of the road systems within our existing business parks.

The following table gives an overview of the existing business parks:

<b>Industrial Park</b>	<b>Total Area (acres)</b>	<b>Number of Lots</b>	<b>Largest Lot Size (acres)</b>	<b>Smallest Lot Size (acres)</b>	<b>Average Lot Size (acres)</b>
Cowboy Trail Business Park	129.77	10	96.91	2.55	12.98
East Didsbury Business Park	74.79	17	14.61	2	4.40
Netook Business Park	120.75	30	7.6	2.5	4.03
Schlumberger Business Park	125.72	21	9.37	2.12	5.99
West Sundre Business Park	288.07	59	75.03	0.87	4.88
Willow Hill Business Park	22.17	11	3.09	1.79	2.02

## Water

The Water Act License, issued to the Water Commission, the County and Rocky View County, allocates to the County 704,450 of the total 3,380.995 cubic meters per year at a maximum rate of 1.13 cubic meters per second. This equates to 1,935 cubic meters per day. In 2015, the County entered into an agreement with the Water Commission that allows the County the supply of water as a customer. The license and the agreement are considered very strategic assets to the County as the amount of water licenses that will be issued from the Red Deer River is finite.

## Wastewater

The County has been a member of the Wastewater Commission since 2007.

## Recreation

The County currently has 7 recreational parks in the County. A listing of these is as follows:

- Westward Ho Campground
- Water Valley Campground
- Bagnall (Day Use Park)
- Hillers Dam (Day Use Park)
- Davidson (Day Use Park)
- Wayside Park 'n Fish (Day Use Park)
- Winchell Lake (Day Use Park)

## Land

The County currently owns 6,472 acres of land that is leased out in accordance with County policy. In addition to Agricultural land, there are numerous small parcels which were acquired through the municipal and environmental reserve policies. The Agricultural Lands have been categorized in the following strategic areas and are managed in accordance with Policies #6302 and #6308:

- Infrastructure/Facility Needs
- Environmental Protection
- Community Benefit

## Fleet

The County fleet is determined by the service levels approved by Council. The fleet supports three major programs: gravel, re-chipping, snow removal and general construction. There are certain pieces of equipment that support all programs, such as graders, gravel trucks, and loaders. Other equipment is utilized for specific seasonal projects. The fleet replacement can be found in the annual budget.

Fire Department Fleet is managed through each independent Fire Services Sub-Agreement held with the urban municipalities.

## Defining the Strategic Infrastructure Goals

All strategic infrastructure goals must align with the overall Mountain View County Strategic Direction Priorities, as defined below:

- Rural and Agriculture Focused Community: Support traditional, innovative, and value-added agriculture industry. Promote a vibrant, inclusive, rural culture. Protect and preserve the natural environment through programs, education, and collaboration.
- Economy and Financial Health: Programs and services are delivered efficiently within a fiscally responsible framework. Support Business diversification and retention.
- Asset Management: Develop long-range plans to ensure adequate resources are available to meet Council approved service levels.
- Engagement and Communications: Adhere to a culture of open communication and good governance. Engage in respectful, positive, and productive relationships while maintaining our local autonomy.
- Community Well-Being: Promote safe communities. Provide and support cultural and recreational opportunities. Foster an environment for people to age in their communities. Collaborate with urban partners to deliver shared services.

In addition to the overall strategic goals for Mountain View County, strategic infrastructure goals must deliver the following;

- Support growth for commercial, industrial, and high density residential, maximizing the investment in infrastructure in the locations identified in the Municipal Development Plan (MDP) and Area Structure Plans (ASP), when development occurs.
- Incorporate joint growth opportunities between the County and urban centers.
- Provide a road network that integrates with the Provincial Highway System and road networks of our neighboring municipalities.
- Ensure that the infrastructure is adequate to provide the required service levels as defined in the business plans year on year.
- Be an evidence-based plan that will stand up to the changes in both municipal leaders and administration.
- Be a plan that is developed with input from all departments to ensure it is all-encompassing and sustainable with respect to economic, social, and environmental factors.

Historically, year-over-year, approximately 60% of all funding (both capital and operational) is spent on maintaining and upgrading the road and bridge infrastructure.

### Roads

The upgrade of County roads will be based on the following guiding principles:

- Protect infrastructure and reduce lifecycle costs where possible and practical.

- Support and promote business retention and development in active business parks.
- Focus funding on the highest traffic roads, and roads that provide access to the Towns where the amenities are services, recreation, jobs, hospitals etc.
- Connecting MVC infrastructure resources (i.e. gravel).
- Using maintenance costs, including maintenance and potential cost savings and to ensure the plan is fundable.
- Align road upgrades with bridge maintenance and construction, when possible, to reduce costs and maximize construction value.
- Must be financially viable.
- Realize that there are many other factors that impact traffic patterns beyond road conditions.

### Capital Projects

Over the last five years (2019-2023), \$19.4 million was spent on non-recurring capital road projects and \$14.2M on capital bridge projects. Based on expected funding from the Local Government Funding Framework (LGFF) and Bridge and Road Reserve, it is anticipated that this level of annual capital expenditure on roads will continue. Historically, the County has prioritized road capital projects based on engineering studies focused on technical aspects, predominantly from the 2007 collector road network study. While this has proven to be a successful strategy, resulting in a reliable and effective road network, additional considerations, such as traffic counts and Fallen Weight Testing highlighted in this report, must be made to prioritize future capital road projects.

### Non-Conforming Roads

In 2012, the County increased the minimum road width standard to 7 meters from the previous standard of 6 meters. This was done as trucks and equipment have continued to increase in width and traffic counts have also increased. The previous 6 meter standard was the width proposed by most developers as it was an existing standard and the most inexpensive to build; however, in order to alleviate both of these issues, the standard was increased to 7 meters.

The change in standard means that approximately 44% of the local gravel roads are now non-conforming as they are less than the current minimum standard 7 meter width, exhibit poor geometrics and/or surface condition problems. Many of these roads are dead-end roads or they provide access to minimal development. Improvements to these roads have been evaluated as the need arises, driven usually by land use changes and subdivisions that result in increased densities. To address the issue of development adjacent to roads with less than 7meter width, the County has developed a procedure where the road is evaluated by the Operational Services Department on a development specific basis. The evaluation results are submitted to the Planning and Development Department which utilizes the information in the overall decision-making process.

Although the amount of non-conforming roads may at first appear high, the roads have not exhibited safety-related issues. This is due to the lower traffic counts and slower speeds by the public travelling on these types of roads.

Upgrading all the non-conforming roads to the current standard is not financially feasible, nor could it be executed due to the resource constraints of the County and contract staff. All non-conforming roads

are reviewed periodically, as well as when re-designation and subdivision or development applications are put forward, as to the need and urgency required for upgrade. Non-conforming roads are deemed fit for purpose and form an important part of the County infrastructure network.

### Bridges

The County has a large bridge inventory with limited funding. In July 2012, the Provincial Government ceased funding of bridges and bridge structures from the GAP Program Municipal Road network to municipalities, while offering grant funding through the STIP program (Strategic Infrastructure Program).

Looking to the future, if bridge funding is not re-instated through the Government grant programs, municipalities, including Mountain View County, may be forced to look at rationalizing the current bridge inventory, potentially limiting the number of accessible travel routes throughout the County. Council has directed that the regular evaluation of bridges be done on a case-by-case basis, but the use of an overall bridge rationalization will not be required.

### Buildings

All new structures must be based on a need's assessment, which will also determine the most optimal location to deliver a long term-plan for the area. The County will endeavor to collaborate as much as possible with identified partners to optimize the use and the cost of any and all future buildings.

### Airports

Through a Council approved Economic Development Strategy, Airports have been identified as an economic driver for the County that play an important role in the growth of commercial and industrial businesses.

The County's Economic Development Strategy outlines a list of priorities and objectives including the future development plans for both of the County's regional airports. At this time, the County has a preference to encourage private development at the airports rather than through public development.

### Industrial Parks

To expand and diversify the tax base in the County, there must be encouragement of commercial and industrial retention and growth. In order to align with the Municipal Development Plan and Area Structure Plans, as well as aligning with the Community and Quality of Life Goals, commercial and industrial development must be focused in publicly identified areas to minimize conflicts with residential and agricultural development.

### Land

Land is held as a strategic asset and, as such, must be re-evaluated every 3 years to ensure that the holdings remain in alliance with the overall strategic goals of the County and Policy objectives identified in Policy #6308. Land is held for three main purposes: infrastructure, environment, and community use. Any future purchase of land by the County must demonstrate a need in one or more of these categories. The proceeds of the divestment of land that no longer aligns with these three strategic goals will be utilized for future capital projects or strategic land acquisitions.

## Funding Model

Capital projects are funded by grants, reserves, and debt.

### Grants

Major road upgrades and bridge work are eligible for Municipal Sustainability Initiative (will be replaced with Local Government Fiscal Framework) and the Canada Community-Building Fund (formerly Gas Tax Fund) grant programs. Both these grants are provided on an annual basis whereas the Strategic Transportation Infrastructure Program is competitive. We continue to review other grant opportunities as they are announced by the governments.

### Municipal Sustainability Initiative (MSI)

With the current forecasted plan MVC will spend the allocated MSI funds by the end of 2023.

### Local Government Fiscal Framework (LGFF)

In 2024-25, this program replaced MSI and the GOA announced the baseline funding level for the first year of LGFF will remain at \$722M an increase from \$485M for MSI in 2023. LGFF is legislated under the Local Government Fiscal Framework Act and the funds will be allocated first to Edmonton and Calgary and then to the remainder of the municipalities. Funding for 2024 was allocated at \$2,758,684 with funding for 2025 preliminary allocation set at \$3,096,588.

### Canada Community-Building Fund (CCBC)

This grant was formerly known as the Gas Tax Fund (GTF). The federal government provides the CCBF to provinces and territories. In turn, Alberta flows this funding to municipalities. Municipalities can pool and bank this funding, which provides significant financial flexibility. Unspent capital funds may be carried forward a total of 5 years. The agreement between the Province and the Federal government for the delivery of the CCBF funds has been renewed under March 2034. 2024 funding allocations came in at \$806,235 with comparable funding expected over the next 10 years.

### Strategic Transportation Infrastructure Program (STIP)

This is a potential funding source, and the province will pay 75% of the project. It is competitive therefore it is not considered as a funding source especially since it is not guaranteed to fund our application for road and bridge projects. If we are awarded grant funds, we will substitute the approved funding to maximize grant funding. This is permitted in the Financial Control Policy. Approval was received for only one bridge.

## Capital Reserves

All Reserves are approved by Council and are included in Policy #1008 Reserves. Council sets the overall direction concerning the why the County has reserves and how they are to be used.

The general purpose of reserves is to 'smooth out' the normal fluctuations in the level of County expenditures from budget year to budget year. This gives rate payers greater certainty concerning their tax rates and works to avoid large tax rate changes in any given year. The funding source is general tax revenue. The transfer to reserve is approved in the budget.

The CLIP review focuses on the major assets including Bridge, Roads, and Facilities.

- Bridges are a critical asset therefore all bridges have been identified, a regular evaluation of bridges is prepared, and a 75-year plan was established for 2017- 2092.
- Currently the deferred major road projects are not considered in the next 5 years and as they are identified in the following 10 years, the reserve transfer will be increased accordingly to maintain a pay as you go funding model.
- The Facility & Emergency Facility Plan has been included this year for review.
- Local Road Safety Improvement Projects now have a dedicated reserve for Council to choose one of three proposed projects.

## Debt

Debt is not preferred as a funding source. As per the 2023 Financial Statements there is \$48M available debt room. (2022 - \$43M)

## Funding Allocation Assumptions:

Capital grant funding is received from Provincial and Federal government. It may not be sustainable as it is reliant on other governments budget approval. Interest income must be earned on grant funds as per the grant guidelines. The additional grant amount will be subject to the eligible grant criteria therefore administration chooses to maximize the grant in the year it is received. We are currently using the grant funds for major annual road programs or as defined by the grant, road rehabilitation projects. This includes base stabilization, re-chipping program, and the re-gravel program. These programs currently exceed the grant amount received therefore the additional funds required are from the Bridge & Road Reserve.

Reserves are used to give ratepayers greater certainty concerning their tax rates and avoid large tax rate changes in any given year. Reserves are funded by a transfer from operations at the end of each year. This amount is dependent on the cost of the projects in the Long-Range Capital Plan as well as what is acceptable for the tax revenue requirement. Every year, we will calculate an estimate of the savings required and the average amount required on an annual basis to fund the Long-Range Capital Plan.



Debt funding is not preferred, and consideration may be given under these two scenarios:

1. Significant one-time capital project cost.
2. Reliance on a grant for a significant one-time capital project may be risky if the budget for the grant changes or the project costs change. The additional funding would require reserve funding unless we approved a borrowing bylaw prior to construction, then we would have a choice. A borrowing bylaw approved by Council does not automatically mean we are borrowing; in this case it would be an alternative to reserve funding.

Approving competitive grant funding for projects in the capital budget results in a project not proceeding should the competitive grant not be awarded. Alternatively, if the project is approved with another funding source and MVC is awarded a grant for the project. We will replace the current funding source with the grant as per the Financial Control Policy to maximize grant funds.

Approving a capital project that will extend past the current budget year will automatically be considered as part of the carry over projects. The multi – year project costs will be managed for variance reporting as they were presented and approved by Council. An example would be to tender asphalt work over more than one year.

Carry over projects are not considered in the review because reserve funding was committed in a previous year.

## Tables and Maps

Table 1 - Proposed Short Term Road Projects

Map 1 – Proposed Short Term Road Projects

Table 2 - Proposed Short Term Bridge Projects Summary

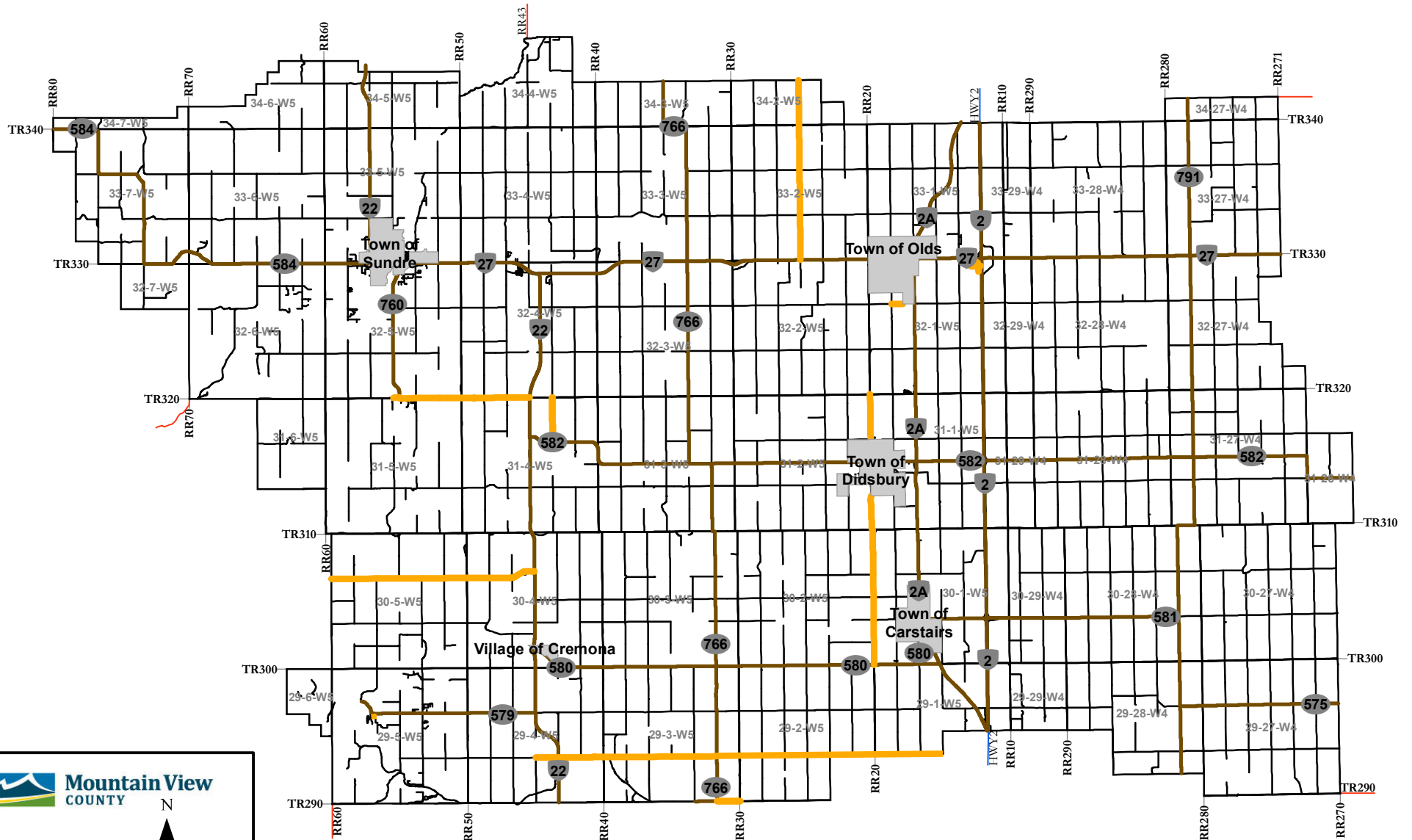
Table 3 - Deferred Projects

Map 2 – Deferred Projects

Table 4 – 75 Year Bridge Plan

Table 1 - Proposed Short Term Road Projects																	
Project	Segments	Type	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Township Road 322 Overlay	T322R14 - T322R15	Construction	\$1,200,000														
Township Road 292 - Overlay	T292R281 - T292R283	Construction	\$1,600,000														
Township Road 324 - Overlay	T324R14	Overlay	\$555,600														
Hwy 2 & 27 Intersection Improvements	T32580R11	Construction	\$275,000														
Range Road 20 South - Overlay	R20T300 - R20T311	Overlay	\$2,468,400														
Range Road 23 - Red Lodge Road - Overlay	R23T330 - R23T341	Overlay						\$2,818,800									
Range Road 10 - Rocky Mount Motorsports - Overlay	R10T293	Overlay						\$400,000									
Township Road 304 - Burnt Timber Road - Overlay	T304R43 - T304R55	Overlay											\$3,116,400				
Range Road 42 - Resource Road - Overlay	R42T314 - R42T315	Overlay											\$770,000				
Township Road 290 - Overlay	T290R30	Overlay											\$345,600				
Range Road 20 - North of Didsbury - Overlay	R20T314 - R20T315	Overlay											\$810,000				
Township Road 292 - Acme Road Phase 1 - Overlay	T292R31 - R292R42	Overlay														\$2,971,200	
Township Road 320 - Bergen Road - Overlay	T320R43 - T320R52	Overlay														\$2,896,000	
Township Road 292 - Acme Road Phase 2 - Upgrade	T292R13 - T292R30	Construction	\$16,600,000														
Township Road 292 - Acme Road Phase 2 - Overlay	T292R13 - T292R30	Overlay															
Township Road 312 - Aspenleaf - Overlay	T312R270	Overlay											\$332,000				
Residential Subdivision - Chip Seal	TBD		\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940	\$231,940
Willow Hill - upgrade Chipseal to Asphalt	SW 5-33-5 W5	Construction	\$180,338														
Willow Hill - Overlay	SW 5-33-5 W5	Overlay	\$250,282														
Schlumberger - Overlay	SE/NE 23-29-1 W5	Overlay	\$1,497,697														
Netook Crossing - Overlay	SE 35-32-1 W5	Overlay						\$2,311,053									
Lil Shaver (Cowboy Trail) - Overlay	SE 34-32-4 W5	Overlay											\$2,311,948				
Lil Shaver Phase 2 (Cowboy Trail) - Overlay	SE 34-32-4 W6	Overlay															
East Didsbury - Overlay	NE 17-31-1 W5	Overlay											\$1,291,971				
West Sundre - Overlay	NW 32-32-5 W5	Overlay											\$2,878,602				
22 West (Twp 325B) - Overlay	NW 32-32-5 W5	Overlay														\$698,136	
Upper Ridgeland - upgrade Gravel to Asphalt		Construction	\$450,000														
Sundre Airport Asphalt Overlay		Overlay											\$850,000				
Olds/Didsbury Airport Asphalt Overlay		Overlay															
Long Patching Program - Annual	TBD	Construction	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360	\$630,360
Total			\$18,467,900	\$1,292,920	\$2,634,997	\$3,330,700	\$4,023,353	\$4,531,100	\$3,574,248	\$3,978,700	\$1,977,900	\$2,154,271	\$4,882,902	\$862,300	\$4,531,636	\$4,958,300	\$2,462,300

# 2025 Proposed Short Term Road Projects



Mountain View  
COUNTY

N

1:399,000

Legend

2025 Proposed Short Term  
Road Projects

# 2025 -2027 Mountain View County Capital Bridge Plan

Last update by BVBS July 29, 2024



2025						
1	460	Bridge Replacement	Carstairs Dogpound Creek	SE 22-30-3 W5	\$857,476	Construction Est. \$770,700 + Eng \$86,776 (Tetra Tech)
2	RR34 No BF #	Culvert Replacement	Trib Dounpound Creek	SW 21-32-3 W5 R34T332	\$319,594	Construction Est. \$288,200 + Eng \$31,394 (Tetra Tech)
3	RR54 No BF #	Culvert Replacement	Trib Little Red Deer	NE 5-30-5 W5 R55T300	\$550,086	Construction Est. \$507,100 + Eng \$42,986 (Tetra Tech)
4	2474	Bridge Replacement	Didsbury Rosebud River	SE 3-31-1 W5	\$1,196,871	Construction Est. \$1,119,699 + Eng \$77,172 (Tetra Tech)
5	1874	Bridge Replacement	Didsbury Tributary Lonepine Creek	NE 30-31-27 W4	\$414,663	Construction Est. \$346,100 + Eng \$68,563 (Roseke)
6	7977	Culvert Replacement	Westward Ho	NE 8-33-4 W5	\$1,213,175	Construction Est. \$908,000 + Eng \$45,175 (LEX3) + \$260,000 Additional Road Paving
7	73751	Bridge Replacement	Carstairs Trib Dogpound Creek	NE 16-30-3 W5	\$1,823,531	Construction Est. \$1,778,573 + Eng \$44,958 (McElhanney)
8	2411	Bridge Replacement	Didsbury Rosebud River	SE 2-32-2 W5	\$60,000	Preliminary Engineering for 2026 Construction
9	382	Bridge Replacement	Didsbury Rosebud River	SW 30-31-1 W5	\$60,000	Preliminary Engineering for 2026 Construction
10	RR55 No BF #	Culvert Replacement		SW 5-30-5 W5	\$60,000	Preliminary Engineering for 2026 Construction

**Est. Total 2025    \$6,555,396**

# 2025 -2027 Mountain View County Capital Bridge Plan

Last update by BVBS July 29, 2024



2026						
1	382	Bridge Replacement	Didsbury Rosebud River	SW 30-31-1 W5	\$1,160,000	Preliminary Eng in 2025. Const & Eng Estimate in 2026
2	2411	Bridge Replacement	Didsbury Rosebud River	SE 2-32-2 W5	\$1,010,000	Preliminary Eng in 2025 Const & Eng Estimate in 2026
3	RR55 No BF #	Culvert Replacement		SW 5-30-5 W5	\$560,000	Preliminary Eng in 2025. Const & Eng Estimate in 2026
4	6797	Bridge Rehab	Sundre Bearberry Creek	NW4-33-6-W5	\$100,000	SC girder deterioration. Eng & purchase 6 curbs 2026. Refine estimate by RFQ 2026
5	304	Bridge Rehab	Didsbury Dogpound Creek	SE3-31-3-W5	\$75,000	6 abut pile splices, 2 corbels & Misc. Replace ACP by MVC??
6	83267	Culvert Rehab	Olds Hilliers Dam	SE13-32-29-W4	\$150,000	Place concrete floors in both pipes & 20 m3 rock at outlets
7	77639	Culvert Replacement	Crossfield Carstairs Creek	SE27-29-29-W4	\$75,000	Eng & update augered pipe assessment from 2017
8	73170	Bridge Replacement	Neapolis Trib Lonepine Ck	NW 8-32-28 W4	\$470,000	Construction Est. \$431,492 + Eng \$38,508 (WSP)
9	9888	Culvert Replacement	Sundre Community Creek	SW 18-32-5 W5	\$60,000	Prelim Engineering for 2027 Construction

**Est. Total 2026      \$3,660,000**

# 2025 -2027 Mountain View County Capital Bridge Plan

Last update by BVBS July 29, 2024



## 2027

1	6797	Bridge Rehab	Sundre Bearberry Creek	NW4-33-6-W5	\$75,000	SC girder deterioration. Replace 6 curbs & misc. Refine estimate by RFQ in 2026
2	1623	Bridge Replacement	Acme Trib Lonepine Creek	SE 29-30-27 W4	\$692,141	Construction Est. \$655,240 + Eng \$36,901 (Roseke)
3	71193	Culvert Replacement	Carstairs Trib Lonepine Creek	NW 26-30-28 W4	\$515,317	Construction Est. \$471,216 + Eng \$44,101 (Roseke)
4	77639	Culvert Replacement	Crossfield Carstairs Creek	SE27-29-29-W4	\$800,000	Engineering & Constructionn. Augered pipe assessment in 2017
5	79666	Culvert Replacement	Olds Trib Lonepine Creek	SW 15-33-28 W4	\$350,000	Construction Est. \$318,510 + Eng \$31,490 (WSP)
6	9888	Culvert Replacement	Sundre Community Creek	SW 18-32-5 W5	\$400,000	Construction Est. + Balance Eng
7	591	Bridge Replacement 1 - 8.5M HC Span	Carstairs Watercourse	SW 28-30-27 W4	\$60,000	Prelim Engineering
8	675	Culvert Replacement CulM	Carstairs Carstairs Creek	NW 33-29-1 W5	\$60,000	Prelim Engineering
9	1061	Bridge Replacement 3 Span PG Girders	Didsbury Lonepine Creek	SE 30-31-27 W4	\$60,000	Prelim Engineering
10	9822	Bridge Replacement 1 - 6.1M PG Girder Span	Mound Eagle Creek	SW 21-33-4 W5	\$60,000	Prelim Engineering
11	13827	Culvert Replacement Cul1	Olds Trail Creek	SE 33-32-2 W5	\$60,000	Prelim Engineering

**Est. Total 2027      \$3,132,458**

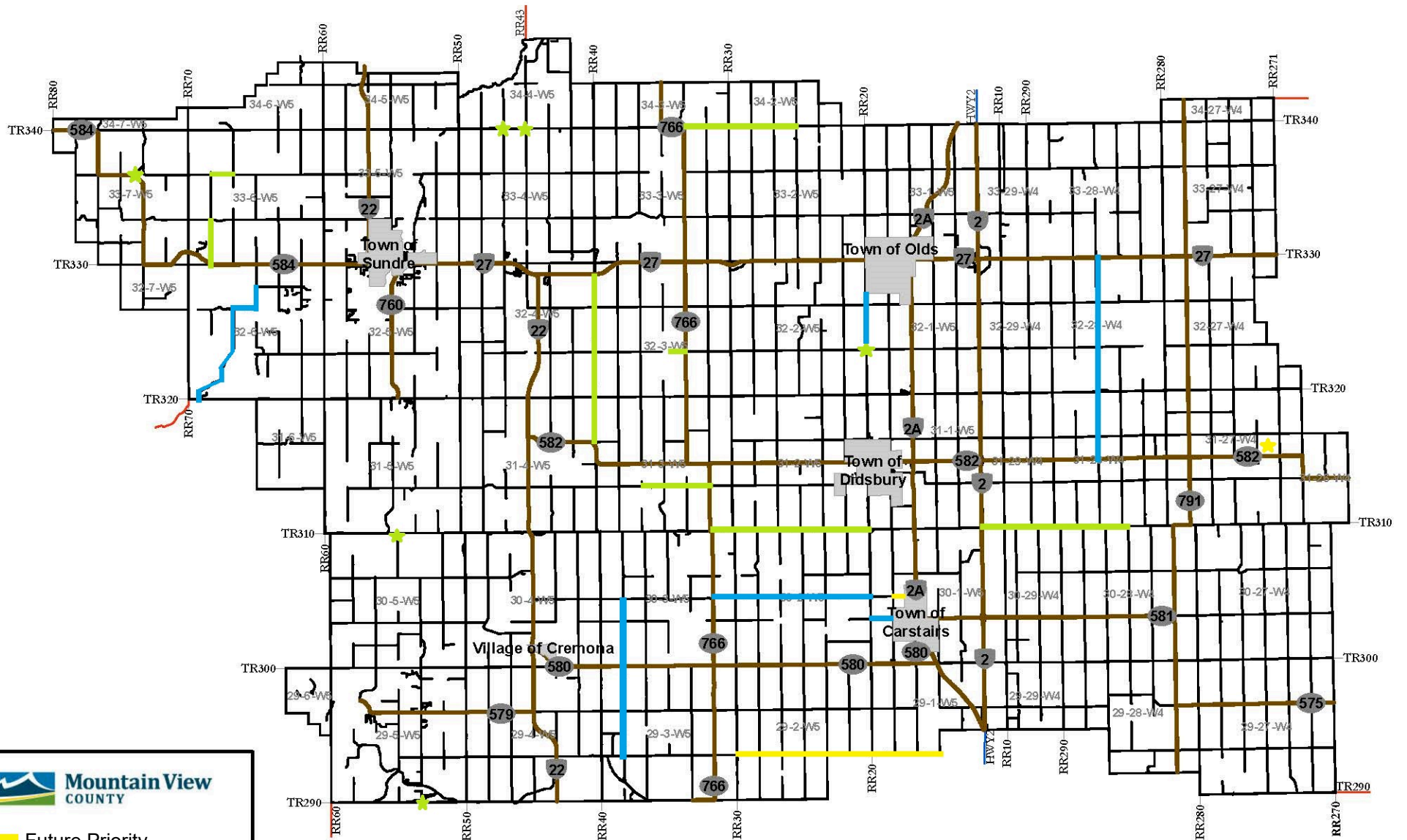
## 2025 Budget CLIP Deferred Projects

**Table 3 - Deferred Projects**

Project	Segments	Reason for deferral	Current status	Explanation	Priority
Salt/Sand Shed located at the proposed Grader Satellite shop in the East		Administration proposed that having a sand/salt shed in addition to the grader satellite shop in the east would be the most efficient way forward in delivering service levels. Council felt that for the cost of the building it was more appropriate to continue to haul sand / salt from the Didsbury location	Shovel Ready \$1,500,000	- Sand Salt Facility East Side Shop; there is no access to sand/salt in this area of the County, Continue to monitor	3
Township Road 303 Upgrade	T303R14 - T303R15	Council Goals; community/quality of life; infrastructure; economy/financial health Support growth of the corridor between Urban centers Currently high maintenance	Shovel Ready \$2,400,000	Twp303 Upgrade; not an urgent priority at this time. Will need to be upgraded as Carstairs continues to grow or if CP rail crossing is constructed	3
Acme Road Phase 2 Upgrade	T292R13 - T292R30	Council Goals; community/quality of life; infrastructure; economy/financial health Support growth of the corridor between Urban centers Currently high maintenance	Shovel Ready \$16,000,000	Acme Road Phase 2, RR13 to RR30; engineering has been completed to upgrade the road. This road has been rebased.	3
RR40 from HWY27 to SecHwy582	R40T314 - R40T325	Supporting commercial industry (predominantly oil and gas). This project will only be considered if Industry will participate through financial contribution to achieve a ban free status on this road. Given the current state of the Industry, this project will only become attractive when with the re-bound of oil and gas. The County would be looking for 50/50 Collaboration between the County and Industry	9,000,000 (engineering complete in 2016)	North of Zella Hall; was a major area for industry activity. Full engineering was completed on this road in 2016. Upgrade was not approved	2
Bearberry hill cut TWP 334 from RR 64 to RR 65	T334R64	The limited traffic on this road and potential for limited growth in the area does not justify the cost of the project	Shovel Ready \$1,384,460	- Bearberry Hill; not a priority at this time	2
RR 65 from HWY 584 to TWP 332	R65T330 - R65T331	Current road usage does not warrant upgrade at this time. Continue to monitor	Shovel Ready \$1,300,000	RR65, west of Sundre; not a priority at this time	2
RR 52 and TWP 290 Hill Cut	T290R52	This project entailed realigning the intersection. This has been engineered many times without a reasonable solution considering the current area traffic.		- RR52 and TWP290 hillcut; insufficient sight lines, recommended relocation of relocated intersection.	2
Westcott Road HWY 766 to RR 20	T310R20 - T310R30	Proximity HWY 580 and 582 does not warrant upgrade at this time.		Westcott Road, Hwy766 to RR20; not a priority at this time	2
Eagle Hill Co-op Road (TWP 340) from HWY 766 to RR23	T340R23 - T340R31	Current road usage does not warrant upgrade at this time. Continue to monitor.		- Eagle Hill Co-op Road (Twp340), Hwy 766 to RR23; not a priority at this time	2
Bergthal Road (HWY 2 to RR 283)	T310R283 - T310R10	This project was more feasible when AT had planned to put in a HWY 2 overpass. Monitor		- Bergthal Road; Hwy 2 to RR283; AT has a plan to build an overpass, this road does not currently have a lot of traffic but will need to be upgraded to accommodate traffic increase prior to AT overpass construction	2
TWP322 west of SecHwy766	T322R32	Switch back near Westerdale. Plan was to partner with Industry. This did not happen and does not warrant an upgrade due to use		- Twp 322, west of Hwy766; dead end road, engineering has been completed. Not a priority at this time	2
TWP312 (Luft Pit) to SecHwy766	T312R31 - T312R33	Current road usage does not warrant upgrade at this time. Continue to monitor.		- TWP312, Luft pit to Hwy766; engineering has been completed, not a priority at this time	2
Amerada Road (TWP 322 and RR 20 intersection)	T322R15	Current road usage does not warrant upgrade at this time. Engineering completed in 2009	Shovel Ready \$2,300,000	- Amerada Road (Twp 322 and RR20); There was a major accident at this intersection a few years ago. Flashing stop was placed. Road does not warrant upgrade at this time.	2
Intersections on TWP 340 and RR43/44	T340R43	- Current road usage does not warrant upgrade at this time. Engineering completed in 2010	Shovel Ready \$2,554,000	Engineering was completed in 2010, Deferred as the upgrade is not needed at this time	2
Fallen Timber Trail Intersection	T310R53	Current road usage does not warrant upgrade at this time. Engineering completed in 2011	Shovel Ready \$1,448,000	- Fallentimber Trail Intersection; currently a traffic 'triangle. Looked at some option to change to a traffic circle, minimal complaints in the area, deferred	2
Intersection of SecHwy584 and TWP334	T334R72	Waiting on AT to partner on the intersection upgrade.		- Intersection of Hwy584 and TWP334; intersection redesign plan made with AT, residents and province are not in favour of upgrade at this time	2
Coal Camp road upgrade from SecHwy584 to Clearwater County Border (12.2km)	R64T320 - R64T325	An open house was held in 2014 with residents and a full upgrade of the road was not desired. There was no appetite to increase speed and traffic. Industry is not very active on the road after the main logging efforts in the area have ceased. Limited growth of any sort has been identified for the area.	Engineering work completed by 2016 to provide a "shovel ready". as it may fall into FCM funding in future. Estimated cost of 9,325,600	- Coal Camp Road; public engagement was sought, resulting in deferral as the road is in decent shape	1
RR 283 from HWY 27 to HWY 582	R283T313 - R283T325	Traffic usage has changed, reduced industry usage. Road condition is considered adequate for the current use. Monitor traffic patterns in future.	Shovel Ready \$10,922,525	- RR283; will be ripped this year, no longer on deferred list	1
RR 283 from HWY 27 to TWP 322	R283T322 - R283T325		Shovel Ready \$3,100,000		1
Garfield Road from TWP 292 to TWP 303	R35T292 - R35T302	Current road usage does not warrant upgrade at this time. Continue to monitor.	Shovel Ready \$2,700,000	- Garfield Road; currently being based, bridge was upgraded in 2004	1
Carstairs Blind Line HWY 766 to RR 20	T303R20 - T303R30	Proximity HWY 580 and 582 does not warrant upgrade at this time.		- Carstairs Blindline, Hwy766 to RR20; not a priority at this time, some term maintenance is currently being performed	1
Range Road 20 Upgrade	R20T320 - R20T324	Council Goals; community/quality of life; infrastructure; economy/financial health Support growth of the corridor between Urban centers Currently high maintenance	Shovel Ready \$5,000,000	- RR20 Upgrade, north of TWP320; will be rip/chipped this season	1
Carstairs access road – TWP302	T302R15	Council Goals; community/quality of life; infrastructure; economy/financial health Support growth of the corridor between Urban centers Currently high maintenance		- Carstairs access road, TWP302; has been rebased and re-chipped, can be removed from deferral list	1



# Map 2 - Deferred Projects





**Mountain View**  
COUNTY

- Future Priority
- No Progress
- Enhanced Maintenance has Occurred

Legend

ERY	BF	Cat	Span Type	Year	Spans	SCR	LEGAL LAND LOCATION	Town	Stream	Est. Rep.Cost
2025	460	Std.	HC	1972	3	44	SE SEC 22 TWP 30 RGE 3 W5M	Carstairs	Dogpound Creek	\$857,476
2025	1874	Std.	HC	1962	1	44	NE SEC 30 TWP 31 RGE 27 W4M	Didsbury	Trib Lonepine Ck	\$414,663
2025	2474	Std.	HC	1962	3	39	SE SEC 3 TWP 31 RGE 1 W5M	Didsbury	Rosebud River	\$1,196,871
2025	7977	Cul.	SP	1959	1	33	NE SEC 8 TWP 33 RGE 4 W5M	Westward Ho	Eagle Creek	\$1,213,175
2025	73751	Std.	HC	1965	3	39	NE SEC 16 TWP 30 RGE 3 W5M	Carstairs	Trib Dogpound Creek	\$1,823,531
2025	RR34	Cul			1		SW SEC 21 TWP 32 RGE 3 W5M		Trib Dogpound Creek	\$319,594
2025	RR54	Cul			1		NE SEC 5 TWP 30 RGE 5 W5M		Trib Little Red Deer	\$550,086
<b>2025</b>										<b>\$6,375,396</b>
2026	304	Maj	FC	1966	3	39	SE SEC 3 TWP 31 RGE 3 W5M	Didsbury	Dogpound Creek	\$75,000
2026	382	Std.	HC	1964	3	39	SW SEC 30 TWP 31 RGE 1 W5M	Didsbury	Rosebud River	\$1,160,000
2026	2411	Std.	HC	1964	2	39	SE SEC 2 TWP 32 RGE 2 W5M	Didsbury	Rosebud River	\$1,010,000
2026	73170	Std.	HC	1966	1	39	NW SEC 8 TWP 32 RGE 28 W4M	Neapolis	Trib Lonepine Ck	\$470,000
2026	83267	CulM	MP	1965	2	78	SE SEC 13 TWP 32 RGE 29 W4M	Olds	Hilliers Dam	\$150,000
2026	RR55	Cul			1		SW SEC 5 TWP 30 RGE 5 W5M		Trib Little Red Deer	\$560,000
<b>2026</b>										<b>\$3,425,000</b>
2027	1623	Std.	PG	1960	1	50	SE SEC 29 TWP 30 RGE 27 W4M	Acme	Trib Lonepine Ck	\$692,141
2027	6797	Std.	SC	2004	3		NW SEC 4 TWP 33 RGE 6 W5M	Sundre	Bearberry Creek	\$75,000
2027	9888	Cul.	SPE	1961	1	78	SW SEC 18 TWP 32 RGE 5 W5M	Sundre	Community Creek	\$400,000
2027	71193	Cul.	SPE	1959	1	56	NW SEC 26 TWP 30 RGE 28 W4M	Carstairs	Trib Lonepine Ck	\$515,317
2027	77639	Cul.	SPE	1959	1	33	SE SEC 27 TWP 29 RGE 29 W4M	Crossfield	Carstairs Creek	\$800,000
2027	79666	Cul.	MP	1984	1	33	SW SEC 15 TWP 33 RGE 28 W4M	Olds	Trib Lonepine Ck	\$350,000
<b>2027</b>										<b>\$2,832,458</b>
2028	591	Std.	HC	1969	1	50	SW SEC 28 TWP 30 RGE 27 W4M	Carstairs	Trib Lonepine Ck	\$860,000
2028	675	Cul.	RPP, SP	1956	2	33	NW SEC 33 TWP 29 RGE 1 W5M	Carstairs	Carstairs Creek	\$450,000
2028	696	Maj	TH	1924	1	50	SE SEC 16 TWP 33 RGE 3 W5M	Olds	Little Red Deer	\$200,000
2028	1061	Std.	PG	1954	3	44	SE SEC 30 TWP 31 RGE 27 W4M	Didsbury	Lonepine Ck	\$1,750,000
2028	9822	Std.	PG	1957	1	44	SW SEC 21 TWP 33 RGE 4 W5M	Mound	Eagle Creek	\$750,000
2028	13827	Cul.	MP	1972	1	67	SE SEC 33 TWP 32 RGE 2 W5M	Olds	Trail Creek	\$300,000
<b>2028</b>										<b>\$4,310,000</b>
2029	304	Maj	HC, FC	1966	3	33	SE SEC 3 TWP 31 RGE 3 W5M	Didsbury	Dogpound Creek	\$1,740,000
2029	501	Std.	PG	1958	1	50	NW SEC 6 TWP 33 RGE 28 W4M	Olds	Lonepine Ck	\$250,000
2029	504	Cul.	MP	1944	3	56	NW SEC 32 TWP 29 RGE 1 W5M	Carstairs	Carstairs Creek	\$150,000
2029	751	Std.	HC	1965	1	50	SE SEC 14 TWP 32 RGE 2 W5M	Didsbury	Rosebud River	\$300,000
2029	867	Maj	SC	1961	3	61	SE SEC 13 TWP 29 RGE 28 W4M	Crossfield	Rosebud River	\$75,000
2029	1240	Cul.	SPE	1966	1	67	NW SEC 21 TWP 31 RGE 28 W4M	Didsbury	Trib Ten Mile Creek	\$200,000
2029	1432	Maj	RB	1963	3	50	SW SEC 4 TWP 32 RGE 4 W5M	Westward Ho	Little Red Deer	\$60,000
2029	1622	Cul.	SPE	1960	1	44	NW SEC 15 TWP 30 RGE 27 W4M	Acme	Trib Lonepine Ck	\$200,000
2029	2423	Std.	HC	1970	1	50	NW SEC 9 TWP 30 RGE 4 W5M	Cremona	Trib Little Red Deer	\$310,000
2029	6720	Std.	TT	1972	3	50	SW SEC 3 TWP 29 RGE 4 W5M	Dogpound	Dogpound Creek	\$900,000
2029	8676	Std.	HC	1965	3	33	NW SEC 8 TWP 33 RGE 6 W5M	Sundre	Bearberry Creek	\$950,000
2029	9193	Cul.	MP	1984	1	56	SW SEC 2 TWP 31 RGE 5 W5M	Bergen	Trib Fallentimber Creek	\$180,000
2029	13585	Std.	HC	1969	3	33	NW SEC 6 TWP 33 RGE 5 W5M	Sundre	Bearberry Creek	\$950,000
2029	13686	Cul.	MP	1952	2	56	SW SEC 6 TWP 31 RGE 26 W4M	Sunnyslope	Trib Lonepine Ck	\$150,000
2029	70119	Cul.	MP, SP	1951	3	56	SW SEC 23 TWP 31 RGE 27 W4M	Didsbury	Trib Lonepine Ck	\$360,000
2029	70124	Std.	PG	1955	1	38.9	NW SEC 9 TWP 33 RGE 27 W4M	Olds	Spruce Creek	\$400,000
2029	72286	Std.	PG	1959	1	44	SW SEC 17 TWP 30 RGE 3 W5M	Garfield	Trib Dogpound Creek	\$240,000
2029	78116	Cul.	MP	1975	1	56	SW SEC 17 TWP 30 RGE 27 W4M	Carstairs	Trib Lonepine Ck	\$100,000
2029	78833	Cul.	MPE	1979	1	44	NW SEC 17 TWP 31 RGE 1 W5M	Didsbury	Trib Rosebud River	\$260,000
<b>2029</b>										<b>\$7,775,000</b>
2030	178	Maj	PT, TT	1923	2	56	SE SEC 28 TWP 32 RGE 3 W5M	Olds	Dogpound Creek	\$1,230,000
2030	920	Cul.	SPE	1958	1	44	SW SEC 18 TWP 31 RGE 3 W5M	Didsbury	Trib Dogpound Creek	\$300,000
2030	1060	Std.	HC	1971	1	56	SW SEC 28 TWP 31 RGE 27 W4M	Didsbury	Trib Lonepine Ck	\$300,000
2030	1621	Std.	PG	1952	1	50	NW SEC 24 TWP 29 RGE 29 W4M	Crossfield	Carstairs Creek	\$270,000
2030	1889	Std.	HC	1971	3	44	SW SEC 3 TWP 32 RGE 28 W4M	Didsbury	Lonepine Ck	\$1,750,000
2030	2377	Std.	PG	1957	3	44	SE SEC 13 TWP 29 RGE 3 W5M	Crossfield	Beaverdam Creek	\$1,134,600
2030	6952	Cul.	BP	1956	1	44	SW SEC 3 TWP 34 RGE 4 W5M	Netook	Eagle Creek	\$360,000
2030	7057	Std.	HC	1965	1	61	NW SEC 28 TWP 33 RGE 4 W5M	Westward Ho	Eagle Creek	\$330,000
2030	8143	Std.	PA	1951	3	61	NW SEC 35 TWP 31 RGE 28 W4M	Didsbury	Lonepine Ck	\$620,000
2030	8387	Cul.	MP, SP	1961	1	78	SW SEC 15 TWP 30 RGE 27 W4M	Carstairs	Trib Lonepine Ck	\$310,000
2030	8543	Cul.	HC	1963	1	33	SW SEC 16 TWP 33 RGE 4 W5M	Sundre	Eagle Creek	\$350,000
2030	9107	Std.	HC	1965	3	39	NW SEC 17 TWP 33 RGE 6 W5M	Sundre	Bearberry Creek	\$930,000
2030	9458	Std.	PG	1952	1	50	NW SEC 17 TWP 32 RGE 3 W5M	Didsbury	Trib Dogpound Creek	\$250,000
2030	9809	Std.	HC	1973	1	56	NW SEC 32 TWP 29 RGE 2 W5M	Carstairs	Trib Beaverdam Creek	\$270,000
2030	70125	Std.	PG	1953	2	50	SE SEC 21 TWP 33 RGE 7 W5M	Sundre	Bearberry Creek	\$400,000
2030	70619	Cul.	SP	1956	1	67	SE SEC 25 TWP 29 RGE 1 W5M	Wessex	Trib Carstairs Creek	\$180,000



# Mountain View County Capital Program (All Structures)

2025-2099

Last update by BVBS - August 14, 2024



ERY	BF	Cat	Span Type	Year	Spans	SCR	LEGAL LAND LOCATION	Town	Stream	Est. Rep.Cost
2030	71507	Cul.	MP, SPE	1956	1	44	SW SEC 12 TWP 32 RGE 4 W5M	Harmattan	Trib Dogpound Creek	\$260,000
2030	74053	Std.	TT	1956	1	67	NE SEC 3 TWP 34 RGE 3 W5M	Bowden	Little Red Deer	\$500,000
2030	74831	Std.	HC	1969	1	50	NW SEC 14 TWP 30 RGE 27 W4M	Carstairs	Trib Lonepine Ck	\$270,000
2030	75085	Cul.	FP	1959	1	56	SE SEC 2 TWP 34 RGE 27 W4M	Olds	Trib Kneehills Ck	\$230,000
2030	75797	Cul.	MP	1910	3	56	NE SEC 35 TWP 31 RGE 28 W4M	Carstairs	Lonepine Ck	\$180,000
2030	76178	Cul.	MP	1966	1	33	NW SEC 6 TWP 32 RGE 5 W5M	Bergen	Community Creek	\$150,000
2030	76401	Cul.	MP	1990	2	33	SW SEC 12 TWP 33 RGE 2 W5M	Olds	Olds Creek	\$520,000
2030	77144	Cul.	SPE	1970	1	44	NW SEC 16 TWP 30 RGE 5 W5M	Cremona	Graham Creek	\$260,000
2030	77248	Cul.	FP, MP	1910	2	56	NW SEC 7 TWP 34 RGE 3 W5M	Garrington	Trib Little Red Deer	\$150,000
2030	77613	Std.	PG	1958	1	67	SE SEC 5 TWP 31 RGE 26 W4M	Sunnyslope	Trib Lonepine Ck	\$225,000
2030										
2030										\$11,729,600
2031	425	Std.	HC	1968	1	61	SE SEC 5 TWP 30 RGE 4 W5M	Cremona	Trib Little Red Deer	\$225,000
2031	434	Std.	HC	1970	1	50	SW SEC 4 TWP 30 RGE 4 W5M	Cremona	Trib Little Red Deer	\$200,000
2031	696	Maj	TH	1924	1		SE SEC 16 TWP 33 RGE 3 W5M	Olds	Little Red Deer	\$1,000,000
2031	1914	Cul.	FP	1958	1	56	NW SEC 14 TWP 30 RGE 27 W4M	Carstairs	Trib Lonepine Ck	\$130,000
2031	7719	Std.	HC	1969	1	44	SW SEC 5 TWP 34 RGE 2 W5M	Olds	Trail Creek	\$250,000
2031	8388	Cul.	SPE	1973	1	67	NW SEC 33 TWP 30 RGE 28 W4M	Carstairs	Trib Lonepine Ck	\$210,000
2031	9283	Std.	PG	1952	1		SW SEC 14 TWP 31 RGE 1 W5M	Didsbury	Deadrick Creek	\$250,000
2031	70120	Std.	PG	1954	1	61	SW SEC 3 TWP 31 RGE 27 W4M	Carstairs	Trib Lonepine Ck	\$300,000
2031	70393	Cul.	SP	1980	1		SW SEC 18 TWP 30 RGE 3 W5M	Cremona	Trib Dogpound Creek	\$410,000
2031	72179	Cul.	RPP	1958	1	78	SW SEC 18 TWP 32 RGE 28 W4M	Olds	Trib Lonepine Ck	\$170,000
2031	72995	Cul.	MP	1981	1	56	SW SEC 33 TWP 29 RGE 5 W5M	Cremona	Trib Little Red Deer	\$150,000
2031	75398	Cul.	MP, SP	1961	2	67	SW SEC 5 TWP 31 RGE 4 W5M	Cremona	Trib Little Red Deer	\$430,000
2031	76795	Cul.	SPE	1968	1	44	NW SEC 17 TWP 33 RGE 2 W5M	Olds	Trib Trail Creek	\$225,000
2031	76796	Cul.	RPP	1968	1	56	NW SEC 29 TWP 31 RGE 28 W4M	Didsbury	Ten Mile Creek	\$150,000
2031										\$4,100,000
2032	794	Cul.	MP	1930	1	67	SW SEC 28 TWP 29 RGE 4 W5M	Cremona	Watercourse	\$230,000
2032	859	Cul.	SP	1958	1	67	SW SEC 15 TWP 29 RGE 2 W5M	Crossfield	Trib Beaverdam Creek	\$220,000
2032	1193	Std.	PGO	1960	3	50	NW SEC 16 TWP 31 RGE 27 W4M	Sunnyslope	Lonepine Ck	\$820,000
2032	1430	Std.	PG	1965	1	50	SW SEC 34 TWP 30 RGE 28 W4M	Neapolis	Trib Lonepine Ck	\$250,000
2032	1592	Cul.	MP		1		SE SEC 6 TWP 29 RGE 4 W5M	Dogpound	Dogpound Ck	\$150,000
2032	1620	Std.	PA	1952	3	44	NW SEC 13 TWP 30 RGE 29 W4M	Carstairs	Rosebud River	\$820,000
2032	1887	Cul.	SP	1956	1	67	NW SEC 34 TWP 33 RGE 5 W5M	Sundre	Trib Jackson Creek	\$190,000
2032	6699	Std.	HC	1964	1	39	SW SEC 15 TWP 32 RGE 2 W5M	Didsbury	Rosebud River	\$300,000
2032	70618	Cul.	MP	1966	1	56	SW SEC 2 TWP 29 RGE 4 W5M	Cremona	Trib Carstairs Creek	\$200,000
2032	72254	Cul.	SPE	1970	1	44	SE SEC 14 TWP 31 RGE 3 W5M	Didsbury	Trib Dogpound Creek	\$230,000
2032	73729	Std.	HC	1966	1	50	NW SEC 10 TWP 31 RGE 3 W5M	Westcott	Trib Dogpound Creek	\$250,000
2032	78166	Cul.	SPE	1975	1		SW SEC 27 TWP 31 RGE 6 W5M	Bergen	Nitche Creek	\$500,000
2032	81243	Std.	TP	1910	1	61	SW SEC 5 TWP 29 RGE 3 W5M	Dogpound	Cattlepass	\$100,000
2032	81249	Cul.	RPP	1910	1	44	NE SEC 11 TWP 31 RGE 4 W5M	Didsbury	Cattlepass	\$200,000
2032	81250	Cul.	FP	1910	1	56	SE SEC 17 TWP 32 RGE 6 W5M	Sundre	Cattlepass - Not Used	\$200,000
2032	81990	Cul.	MPE	1996	1		SE SEC 9 TWP 31 RGE 5 W5M	Bergen	Trib Fallentimber Creek	\$350,000
2032										
2032										\$5,010,000
2033	352	Cul.	SP	1984	1	78	NE SEC 13 TWP 33 RGE 1 W5M	Olds	Lonepine Ck	\$180,000
2033	532	Cul.	SP	1962	1	67	SW SEC 13 TWP 30 RGE 2 W5M	Carstairs	Carstairs Creek	\$150,000
2033	995	Maj	TH	1937	1		NW SEC 6 TWP 33 RGE 3 W5M	Olds	Little Red Deer	\$3,000,000
2033	1028	Cul.	SPE	1956	1	89	SE SEC 16 TWP 29 RGE 3 W5M	Crossfield	Trib Dogpound Creek	\$150,000
2033	1428	Std.	HC	1967	3		SE SEC 5 TWP 29 RGE 27 W4M	Acme	Rosebud River	\$950,000
2033	1888	Cul.	MP, SPE	1956	2	44	SE SEC 33 TWP 33 RGE 5 W5M	Sundre	Jackson Creek	\$450,000
2033	2356	Maj	PT	1929	1	44	NE SEC 20 TWP 29 RGE 3 W5M	Dogpound	Dogpound Creek	\$900,000
2033	6567	Cul.	SP	1967	2	56	SE SEC 28 TWP 31 RGE 2 W5M	Didsbury	Trib to Rosebud River	\$230,000
2033	6900	Std.	HC	1968	1	50	SE SEC 1 TWP 31 RGE 1 W5M	Didsbury	Deadrick Creek	\$250,000
2033	6951	Cul.	SPE	1964	1	78	SW SEC 19 TWP 29 RGE 2 W5M	Madden	Trib Beaverdam Creek	\$180,000
2033	7467	Cul.	MP	1986	4	44	SE SEC 28 TWP 31 RGE 27 W4M	Didsbury	Trib Lonepine Ck	\$670,000
2033	9889	Cul.	SPE	1962	1	78	SW SEC 28 TWP 31 RGE 5 W5M	Bergen	Highland Creek	\$200,000
2033	70127	Cul.	MP	1981	1	44	NW SEC 26 TWP 33 RGE 2 W5M	Olds	Olds Creek	\$150,000
2033	72146	Cul.	MP	1951	3	56	NW SEC 22 TWP 31 RGE 27 W4M	Sunnyslope	Trib Lonepine Ck	\$350,000
2033	73857	Cul.	MP, SPE	1962	2	56	SE SEC 5 TWP 34 RGE 5 W5M	Sundre	Trib Jackson Creek	\$330,000
2033	74158	Cul.	FP	1953	1	78	NW SEC 7 TWP 31 RGE 3 W5M	Didsbury	Trib Dogpound Creek	\$150,000
2033	74415	Cul.	MP	1954	1	44	NW SEC 17 TWP 32 RGE 4 W5M	Westward Ho	Trib Little Red Deer	\$140,000
2033	74946	Cul.	SPE	1974	1	78	SE SEC 21 TWP 29 RGE 2 W5M	Carstairs	Trib Beaverdam Creek	\$230,000
2033	75083	Cul.	FP	1959	1	56	SW SEC 2 TWP 34 RGE 27 W4M	Olds	Trib Kneehills Ck	\$230,000
2033	75151	Cul.	RPP	1959	1	78	NE SEC 24 TWP 32 RGE 1 W5M	Olds	Trib Lonepine Ck	\$270,000

ERY	BF	Cat	Span Type	Year	Spans	SCR	LEGAL LAND LOCATION	Town	Stream	Est. Rep.Cost
2033	76050	Cul.	MP	1992	1		SW SEC 13 TWP 30 RGE 4 W5M	Cremona	Trib Dogpound Creek	\$390,000
2033	76052	Cul.	MPE	1964	1	56	SW SEC 28 TWP 30 RGE 4 W5M	Cremona	Trib Little Red Deer	\$200,000
2033	76434	Cul.	FP	1966	1	56	NW SEC 6 TWP 33 RGE 5 W5M	Sundre	Trib Bearberry Creek	\$120,000
2033	77611	Cul.	MP	1986	2	44	SE SEC 28 TWP 31 RGE 27 W4M	Didsbury	Trib Lonepine Ck	\$330,000
2033	77986	Cul.	SP	1974	1	78	NW SEC 16 TWP 32 RGE 5 W5M	Sundre	Community Creek	\$260,000
2033	79007	Cul.	MP	1981	1	22	NW SEC 26 TWP 33 RGE 2 W5M	Olds	Olds Creek	\$60,000
2033	81248	Cul.	MPE	1975	1	56	NW SEC 34 TWP 30 RGE 3 W5M	Didsbury	Cattlepass - Drainage only	\$120,000
<b>2033</b>										<b>\$10,640,000</b>
2034	8758	Std.	SM	1984	3		NW SEC 11 TWP 33 RGE 6 W5M	Sundre	Bearberry Creek	\$1,210,000
2034	13812	Cul.	SP	1985	1	78	SW SEC 14 TWP 33 RGE 7 W5M	Sundre	Walton Creek	\$750,000
2034	75002	Cul.	MP	1979	1	33	SW SEC 15 TWP 29 RGE 4 W5M	Cremona	Trib Dogpound Creek	\$600,000
2034	76402	Cul.	MP	1966	1	67	SW SEC 5 TWP 34 RGE 5 W5M	Sundre	Trib Jackson Creek	\$200,000
2034	77629	Cul.	SPE	1985	1	78	SW SEC 2 TWP 31 RGE 5 W5M	Cremona	Trib Fallentimber Creek	\$230,000
2034	79526	Cul.	MP	1983	1	56	SE SEC 22 TWP 29 RGE 5 W5M	Water Valley	Trib to Stony Creek	\$240,000
2034	81244	Cul.	MP	1910	1	78	SW SEC 3 TWP 29 RGE 4 W5M	Dogpound	Cattlepass	\$200,000
<b>2034</b>										<b>\$3,430,000</b>
2035	851	Maj	PM	1972	3	61	SE SEC 17 TWP 31 RGE 4 W5M	Elkton	Little Red Deer	\$1,970,000
2035	1272	Std.	HC	1969	3		SW SEC 25 TWP 29 RGE 3 W5M	Carstairs	Beaverdam Creek	\$850,000
2035	1755	Std.	PA, HC	1951	3	44	SW SEC 32 TWP 29 RGE 28 W4M	Carstairs	Rosebud River	\$850,000
2035	2378	Std.	HC	2014	3		SW SEC 13 TWP 29 RGE 4 W5M	Cremona	Dogpound Creek	\$1,100,000
2035	7091	Cul.	MP	1980	1	67	NW SEC 28 TWP 31 RGE 28 W4M	Didsbury	Ten Mile Creek	\$200,000
2035	70860	Std.	PG	1952	1		SW SEC 7 TWP 31 RGE 2 W5M	Didsbury	Trib Dogpound Creek	\$250,000
2035	71044	Cul.	SP	1985	1	56	SW SEC 14 TWP 29 RGE 5 W5M	Water Valley	Stony Creek	\$380,000
2035	74424	Std.	PG	1978	1	56	NW SEC 14 TWP 34 RGE 4 W5M	Bowden	Eagle Creek	\$350,000
2035	74617	Cul.	MP, SPE	1956	2	67	SW SEC 22 TWP 33 RGE 5 W5M	Sundre	Trib Little Red Deer	\$400,000
2035	76083	Cul.	MP	1964	1	67	SW SEC 17 TWP 30 RGE 5 W5M	Cremona	Big Prairie Ck	\$600,000
2035	77706	Cul.	SPE	1968	1	44	NW SEC 6 TWP 33 RGE 5 W5M	Sundre	Trib Bearberry Creek	\$150,000
2035	80891	Cul.	MP	1986	1		NW SEC 3 TWP 33 RGE 7 W5M	Sundre	Walton Creek	\$260,000
<b>2035</b>										<b>\$7,360,000</b>
2036	354	Cul.	SPE	1981	2	44	NE SEC 26 TWP 30 RGE 1 W5M	Carstairs	Rosebud River	\$750,000
2036	1589	Cul.	SP	1983	1		NE SEC 22 TWP 29 RGE 29 W4M	Crossfield	Carstairs Creek	\$230,000
2036	9194	Cul.	SPE	1985	1		SW SEC 2 TWP 31 RGE 5 W5M	Cremona	Trib Fallentimber Creek	\$280,000
2036	9810	Cul.	SPE	1972	1		SW SEC 28 TWP 29 RGE 2 W5M	Carstairs	Trib Beaverdam Creek	\$150,000
2036	9834	Cul.	MP	1985	1		NW SEC 14 TWP 31 RGE 1 W5M	Didsbury	Deadrick Creek	\$350,000
2036	72653	Cul.	SP	1996	1		NW SEC 34 TWP 29 RGE 1 W5M	Carstairs	Carstairs Creek	\$680,000
2036	76337	Cul.	SPE	1965	1	33	NE SEC 4 TWP 31 RGE 3 W5M	Westcott	Trib Dogpound Creek	\$250,000
2036	81242	Cul.	SPE	1910	1	56	NW SEC 15 TWP 30 RGE 3 W5M	Cremona	Cattlepass	\$150,000
2036	81245	Cul.	MP	1988	1	44	SW SEC 1 TWP 29 RGE 5 W5M	Water Valley	Cattlepass - Not Used	\$200,000
2036	81922	Cul.	MP, SP	1993	2	33	SW SEC 26 TWP 33 RGE 2 W5M	Olds	Olds Creek	\$490,000
<b>2036</b>										<b>\$3,530,000</b>
2037	2410	Std.	SM	1982	1		NW SEC 36 TWP 31 RGE 2 W5M	Didsbury	Rosebud River	\$370,000
2037	71735	Cul.	MP, SP	2004	1		NW SEC 7 TWP 30 RGE 1 W5M	Carstairs	Carstairs Creek	\$300,000
2037	75895	Cul.	SP	1964	1	78	NE SEC 18 TWP 33 RGE 3 W5M	Olds	Trib Little Red Deer	\$250,000
2037	76793	Cul.	SPE	1979	1		SW SEC 29 TWP 31 RGE 4 W5M	Elkton	Trib Little Red Deer	\$490,000
<b>2037</b>										<b>\$1,410,000</b>
2038	793	Cul.	MP	1971	2	44	SW SEC 4 TWP 29 RGE 4 W5M	Cremona	Trib Dogpound Creek	\$600,000
2038	1801	Cul.	MP	1991	2		SE SEC 29 TWP 33 RGE 4 W5M	Westward Ho	Eagle Creek	\$1,130,000
2038	6950	Cul.	MP	1996	1		SW SEC 18 TWP 31 RGE 3 W5M	Westcott	Trib Dogpound Creek	\$380,000
2038	72287	Cul.	MP	1991	1		SW SEC 32 TWP 30 RGE 28 W4M	Carstairs	Trib Lonepine Ck	\$300,000
2038	73814	Cul.	MP	1996	1		NW SEC 16 TWP 30 RGE 3 W5M	Carstairs	Trib Dogpound Creek	\$510,000
2038	81073	Cul.	MP	1990	1		SE SEC 28 TWP 31 RGE 28 W4M	Didsbury	Trib Ten Mile Creek	\$130,000
<b>2038</b>										<b>\$3,050,000</b>
2039	1624	Cul.	SP	1982	1		NW SEC 13 TWP 30 RGE 27 W4M	Acme	Trib Lonepine Ck	\$490,000
2039	2271	Cul.	SSP	1956	1		NE SEC 17 TWP 33 RGE 3 W5M	Olds	Trib Little Red Deer	\$280,000
2039	2402	Cul.	AP	1987	1		SW SEC 28 TWP 29 RGE 28 W4M	Crossfield	Rosebud River	\$930,000
2039	71173	Cul.	MP	1997	2		NW SEC 27 TWP 31 RGE 28 W4M	Carstairs	Ten Mile Creek	\$430,000
2039	71558	Cul.	SP	1984	1		NW SEC 24 TWP 30 RGE 4 W5M	Garfield	Trib Dogpound Creek	\$250,000
<b>2039</b>										<b>\$2,380,000</b>
2040	2157	Cul.	RPA	1990	1		SW SEC 20 TWP 31 RGE 5 W5M	Didsbury	Rosebud River	\$1,000,000
2040	2414	Cul.	MP	1997	1		SE SEC 26 TWP 30 RGE 29 W4M	Carstairs	Deadrick Creek	\$530,000
2040	7983	Cul.	MP	1994	1		NW SEC 6 TWP 33 RGE 1 W5M	Olds	Olds Creek	\$500,000
2040	13482	Cul.	MP	2007	1		SW SEC 14 TWP 33 RGE 2 W5M	Olds	Olds Creek	\$230,000
2040	71170	Cul.	SP	1983	1		SW SEC 21 TWP 32 RGE 3 W5M	Olds	Trib Dogpound Creek	\$210,000
2040	73846	Cul.	SP	1991	1		SW SEC 35 TWP 31 RGE 28 W4M	Didsbury	Ten Mile Creek	\$460,000
2040	75271	Cul.	MP	2004	1		SE SEC 3 TWP 32 RGE 3 W5M	Didsbury	Trib Dogpound Creek	\$230,000





# Mountain View County Capital Program (All Structures)

2025-2099

Last update by BVBS - August 14, 2024



ERY	BF	Cat	Span Type	Year	Spans	SCR	LEGAL LAND LOCATION	Town	Stream	Est. Rep.Cost
2040	75796	Cul.	MP	1991	1	56	SE SEC 4 TWP 31 RGE 5 W5M	Cremona	Fair Creek	\$320,000
2040	81091	Cul.	MP	1993	1		SW SEC 27 TWP 29 RGE 1 W5M	Carstairs	Cattlepass Not Used	\$250,000
2040	81921	Cul.	MP	1994	2		SE SEC 6 TWP 32 RGE 6 W5M	Bergen	Coalcamp Creek	\$500,000
<b>2040</b>										<b>\$4,230,000</b>
2041	1257	Cul.	MP	1996	1		SE SEC 17 TWP 30 RGE 5 W5M	Water Valley	Big Prairie Creek	\$300,000
2041	2179	Cul.	MP	1995	1		SE SEC 29 TWP 33 RGE 2 W5M	Olds	Trail Creek	\$300,000
<b>2041</b>										<b>\$600,000</b>
2042	9806	Cul.	MP	1996	1		NE SEC 29 TWP 29 RGE 2 W5M	Carstairs	Trib Dogpound Creek	\$200,000
2042	9966	Cul.	MP	1995	1		SE SEC 15 TWP 31 RGE 2 W5M	Didsbury	Rosebud River	\$230,000
2042	74133	Cul.	MP	1994	1	66	SE SEC 15 TWP 33 RGE 7 W5M	Sundre	Trib Walton Creek	\$440,000
<b>2042</b>										<b>\$870,000</b>
2043	1614	Maj	DBT	1983	1		SW SEC 16 TWP 32 RGE 5 W5M	Sundre	Fallentimber Creek	\$1,640,000
2043	1843	Maj	PO	1964	3		SE SEC 4 TWP 32 RGE 5 W5M	Bergen	Fallentimber Creek	\$2,470,000
2043	6698	Cul.	MP	1997	2		NW SEC 14 TWP 32 RGE 2 W5M	Didsbury	Rosebud River	\$460,000
2043	70804	Cul.	MP	1998	1		SW SEC 30 TWP 33 RGE 5 W5M	Sundre	Trib Jackson Creek	\$230,000
2043	72652	Cul.	RPE	1984	1		SE SEC 17 TWP 31 RGE 1 W5M	Didsbury	Rosebud River	\$1,490,000
<b>2043</b>										<b>\$6,290,000</b>
2044	1892	Cul.	MP	2003	1		SW SEC 4 TWP 32 RGE 4 W5M	Sundre	Trib Little Red Deer	\$490,000
2044	75505	Cul.	MP	1995	1		NW SEC 21 TWP 32 RGE 4 W5M	Westward Ho	Trib Lonepine Ck	\$230,000
2044	81985	Cul.	MP	1993	2		SE SEC 11 TWP 31 RGE 1 W5M	Didsbury	Deadrick Creek	\$490,000
2044	81986	Cul.	MP	1993	2		SW SEC 12 TWP 31 RGE 1 W5M	Didsbury	Deadrick Creek	\$490,000
2044	84018	Cul.	MP	2001	4		SW SEC 6 TWP 32 RGE 27 W4M	Torrington	Trib Lonepine Ck	\$750,000
<b>2044</b>										<b>\$2,450,000</b>
2045	1257	Cul.	MP	1996	1		SE SEC 17 TWP 30 RGE 5 W5M	Water Valley	Big Prairie Ck	\$350,000
2045	1281	Cul.	MP	2000	1		SW SEC 28 TWP 29 RGE 3 W5M	Cremona	Dogpound Creek	\$500,000
2045	74866	Cul.	MP	2004	1		SW SEC 5 TWP 33 RGE 2 W5M	Olds	Trail Creek	\$210,000
2045	77143	Cul.	MP	1991	1		NW SEC 7 TWP 32 RGE 3 W5M	Harmattan	Trib Dogpound Creek	\$280,000
2045	81887	Cul.	MP	2002	2		SE SEC 4 TWP 32 RGE 6 W5M	Sundre	Nitchi Creek	\$710,000
2045	84019	Cul.	MP	2003	1		NW SEC 4 TWP 33 RGE 7 W5M	Sundre	Walton Creek	\$320,000
<b>2045</b>										<b>\$2,370,000</b>
2046	7044	Cul.	SP	1998	1		NW SEC 7 TWP 31 RGE 26 W4M	Sunnyslope	Lonepine Ck	\$1,040,000
2046	9807	Cul.	MP	1995	1		NW SEC 33 TWP 29 RGE 2 W5M	Carstairs	Trib Beaverdam Creek	\$300,000
<b>2046</b>										<b>\$1,340,000</b>
<b>2047</b>										
2048	74216	Cul.	MP	1995	1		NW SEC 17 TWP 30 RGE 3 W5M	Carstairs	Trib Dogpound Creek	\$300,000
2048	81246	Cul.	MP	2005	1		SW SEC 11 TWP 30 RGE 5 W5M	Cremona	Cattlepass	\$210,000
<b>2048</b>										<b>\$510,000</b>
<b>2049</b>										<b>\$0</b>
2050	1242	Maj	DBT	1985	1		NE SEC 33 TWP 30 RGE 5 W5M	Elkton	Fallentimber Creek	\$1,640,000
2050	8605	Cul.	MP	2001	1		SW SEC 26 TWP 32 RGE 28 W4M	Olds	Trib Lonepine Ck	\$320,000
2050	71506	Cul.	MP	2001	1		SE SEC 17 TWP 32 RGE 28 W4M	Olds	Lonepine Ck	\$380,000
2050	71880	Cul.	MP	2004	1		SE SEC 4 TWP 32 RGE 3 W5M	Didsbury	Dogpound Creek	\$250,000
2050	81074	Cul.	MP	1999	1		SW SEC 28 TWP 31 RGE 28 W4M	Didsbury	Trib Ten Mile Creek	\$430,000
<b>2050</b>										<b>\$3,020,000</b>
2051	1806	Cul.	MP	2003	2		SW SEC 10 TWP 31 RGE 1 W5M	Didsbury	Rosebud River	\$770,000
<b>2051</b>										<b>\$770,000</b>
2052	76400	Cul.	MP	2000	2		SW SEC 17 TWP 34 RGE 5 W5M	Sundre	Trib James River	\$290,000
2052	84012	Cul.	MP	2002	1		NW SEC 28 TWP 30 RGE 1 W5M	Carstairs	Cattlepass	\$380,000
<b>2052</b>										<b>\$670,000</b>
2053	74782	Cul.	MP	2007	1	88	SE SEC 5 TWP 32 RGE 4 W5M	Westward Ho	Trib Little Red Deer	\$200,000
<b>2053</b>										<b>\$200,000</b>
2054	76049	Cul.	MP	2006	1		SW SEC 13 TWP 30 RGE 4 W5M	Cremona	Trib Dogpound Creek	\$450,000
<b>2054</b>										<b>\$450,000</b>
2055	1179	Cul.	MP	2015	3		SW SEC 13 TWP 31 RGE 27 W4M	Didsbury	Lonepine Ck	\$300,000
<b>2055</b>										<b>\$300,000</b>
<b>2056</b>										<b>\$0</b>
2058	9519	Cul.	SP	2002	1		NW SEC 29 TWP 29 RGE 5 W5M	Cremona	Silver Creek	\$700,000
<b>2058</b>										<b>\$700,000</b>
2059	72532	Cul.	SP	2005	1		SW SEC 2 TWP 30 RGE 5 W5M	Water Valley	Big Prairie Ck	\$680,000
<b>2059</b>										<b>\$680,000</b>
2060	2413	Cul.	SP	2013	1		NW SEC 23 TWP 30 RGE 29 W4M	Carstairs	Rosebud River	\$900,000
2060	6797	Std	SC	2004	3		NW SEC 4 TWP 33 RGE 6 W5M	Sundre	Bearberry Creek	\$1,400,000
2060										\$2,300,000
<b>2060</b>										<b>\$4,600,000</b>
2061	9588	Std.	SC	2004	3		NW SEC 18 TWP 29 RGE 3 W5M	Dogpound	Dogpound Creek	\$1,110,000



# Mountain View County Capital Program (All Structures)

2025-2099

Last update by BVBS - August 14, 2024



ERY	BF	Cat	Span Type	Year	Spans	SCR	LEGAL_LAND_LOCATION	Town	Stream	Est. Rep.Cost
<b>2061</b>										<b>\$1,110,000</b>
2063	1259	Cul.	MP	2013	1		SW SEC 6 TWP 29 RGE 4 W5M	Water Valley	Little Dogpound Ck	\$250,000
2063	7805	Cul.	RPA	2005	1		SW SEC 15 TWP 31 RGE 3 W5M	Didsbury	Dogpound Creek	\$1,130,000
<b>2063</b>										<b>\$1,380,000</b>
2065	867	Maj	SC	1961	3		SE SEC 13 TWP 29 RGE 28 W4M	Crossfield	Rosebud River	\$1,530,000
2065	1432	Maj	RB	1963	3		SW SEC 4 TWP 32 RGE 4 W5M	Westward Ho	Little Red Deer	\$2,320,000
2065	81241	Maj	WG	1989	3		SW SEC 28 TWP 30 RGE 4 W5M	Cremona	Little Red Deer	\$2,580,000
2065	83187	Cul.	MP	2017	1		SW SEC 22 TWP 30 RGE 27 W4M	Carstairs	Watercourse	\$150,000
<b>2065</b>										<b>\$6,580,000</b>
2066	73333	Cul.		2016	1		SW SEC 15 TWP 30 RGE 5 W5M	Cremona	Graham Creek	\$400,000
2066	78167	Cul.		2016	1		SW SEC 22 TWP 30 RGE 27 W4M	Carstairs	Trib Lonepine Ck	\$400,000
<b>2066</b>										<b>\$800,000</b>
2067	74945	Cul.	MP	2017	1		NW SEC 33 TWP 32 RGE 4 W5M	Westward Ho	Trib Little Red Deer	\$250,000
<b>2067</b>										<b>\$250,000</b>
2068	2180	Cul.	MP	2018	1	100	SW SEC 16 TWP 33 RGE 2 W5M	Olds	Trail Creek	\$350,000
2070	577	Cul.	MP	2020	1	100	NW SEC 30 TWP 30 RGE 27 W4M	Carstairs	Trib Lonepine Creek	\$190,000
2070	77814	Cul.	MP	2020	1	22	SE SEC 27 TWP 31 RGE 6 W5M	Bergen	Trib Nitchi Creek	\$250,000
2071	2181	Cul.	CSP	2016	1		SW SEC 13 TWP 33 RGE 29 W4M	Olds	Lonepine Ck	\$400,000
2071	84014	Cul.	CSP	2016	1		NE SEC 3 TWP 29 RGE 4 W5M	Cremona	Dogpound Creek	\$400,000
<b>2071</b>										<b>\$1,590,000</b>
<b>2073</b>										
<b>2074</b>										<b>\$0</b>
2075	823	Std.	SL	2015	3		SE SEC 1 TWP 29 RGE 3 W5M	Crossfield	Beaverdam Creek	\$1,364,640
2075	2251	Std.	TT	1950	1	44	SW SEC 10 TWP 30 RGE 5 W5M	Water Valley	Big Prairie Creek	\$500,000
<b>2075</b>										<b>\$1,864,640</b>
2076	6797	Std.	SC	2004	3		NW SEC 4 TWP 33 RGE 6 W5M	Sundre	Bearberry Creek	\$1,420,000
<b>2076</b>										<b>\$1,420,000</b>
2077	13078	Maj	NU	2005	1		SW SEC 2 TWP 30 RGE 5 W5M	Water Valley	Little Red Deer	\$1,600,000
<b>2077</b>										<b>\$1,600,000</b>
2078	9284	Cul.	MP	2018	1	100	NW SEC 13 TWP 31 RGE 27 W4M	Didsbury	Trib Lonepine Ck	\$500,000
<b>2078</b>										<b>\$500,000</b>
2080	9285	Cul.	FP	2023	1		NW SEC 30 TWP 31 RGE 27 W4M	Didsbury	Lonepine Ck	\$750,000
<b>2080</b>										<b>\$750,000</b>
2087	1009	Maj	NU	2012	1	89	NE SEC 7 TWP 30 RGE 4 W5M	Cremona	Little Red Deer	\$2,000,000
<b>2087</b>										<b>\$2,000,000</b>
2090	83174	Maj	SG	2018	1		SE SEC 13 TWP 31 RGE 27 W4M	Cremona	Little Red Deer River	\$1,500,000
2092	1174	Std.	SL	2017	3		SE SEC 13 TWP 31 RGE 27 W4M	Sunnyslope	Lonepine Ck	\$1,500,000
2093	1384	Std.	SLW	2018	1	100	SW SEC 5 TWP 34 RGE 2 W5M	Netook	Trail Creek	\$450,000