TOWN OF IRRICANA

REGULAR MEETING OF COUNCIL

Council Chambers, Irricana Centennial Centre, 222 2 Street

Date: November 2, 2026 **Time:** 7:00PM

A. ATTENDANCE

B. CALL TO ORDER

C. AGENDA

D. PRESENTATIONS

Item D1: Irricana & Rural Library Board Annual Report

E. MINUTES

Item E1: October 20, 2026 Organizational Meeting
Item E2: October 20, 2026 Regular Meeting

F. CORRESPONDENCE FROM PREVIOUS MEETING

G. COMMITTEE REPORTS

H. OLD BUSINESS

I. NEW BUSINESS

Item I1: Infrastructure Capital Management Plan *(With Allnorth Engineering)*

J. COMMUNICATION / INFORMATION

K. COUNCILLOR UPDATE

L. CLOSED SESSION

Item L1: Annual Performance Evaluation, Closed per Sections 20(1) and 22 of the Access to Information Act
Item L2: Amasco Construction Ltd – Legal Matter, Closed per Sections 29(1) and 32(1) of the Access to Information Act

M. ADJOURN

Item E1

Minutes from October 20, 2026 Organizational Meeting

TOWN OF IRRICANA

ORGANIZATIONAL MEETING MINUTES

Council Chambers, Irricana Centennial Centre, 222 2 Street

Date: October 20, 2026 Time: 7:00PM

A. ATTENDANCE

Council Members: Julie Sim, Dawna Polson, Megan Hoefnagels, Nathanial Fleming
CAO: Doug Hafichuk, Chief Administrative Officer
Staff: Patty Malthouse, Manager Municipal Administration

B. CALL TO ORDER

(i) Chief Administrative Officer served as Meeting Chair until Election of Mayor and called the Organizational Meeting to order at 7:01 pm.

C. AGENDA

(i) 126:26 Moved by Councillor Fleming to accept the Agenda as presented.
CARRIED

D. NOMINATIONS AND ELECTIONS

Item D1: Nominations and Election for **Office of Mayor**

(i) Chief Administrative Officer called for nominations for the Office of Mayor.

Nathanial Fleming put forward his own name for nomination

Nathanial Fleming nominated Julie Sim
Julie Sim accepted the nomination

No other nominations were presented and nominations were declared closed.

Voting was conducted by secret ballot. CAO served as Returning Officer and Manager, Municipal Administration as Scrutineer.

Following the counting of ballots, Julie Sim was declared elected as Mayor

(ii) Chief Administrative Officer turned the meeting over to Mayor Sim who assumed the Chair.

Item D2: Nominations and Election for **Office of Deputy Mayor**

(i) Mayor Sim called for nominations for the Office of Deputy Mayor.

Julie Sim nominated Dawna Polson
Dawna Polson accepted the nomination

Nathanial Fleming put forward his own name for nomination

No other nominations were presented and nominations were declared closed

Voting was conducted by secret ballot. CAO served as Returning Officer and Manager, Municipal Administration as Scrutineer.

Following the counting of ballots, Dawna Polson was declared elected as Deputy Mayor

E. COMMITTEE APPOINTMENTS

Item E1: Nominations and Appointments for Chairperson, **Committee of the Whole**

(i) Mayor Sim called for nominations for Chairperson, Committee of the Whole

Nathanial Fleming nominated Dawna Polson
Dawna Polson declined the nomination

Dawna Polson nominated Megan Hoefnagels
Megan Hoefnagels accepted the nomination

No other nominations were presented and nominations were declared closed

Megan Hoefnagels was appointed as Chairperson, Committee of the Whole

Item E2: Appointment of Members, **Municipal Planning Commission**

(i) Members, Municipal Planning Commission appointments are Mayor Sim, Councillor Hoefnagels and Councillor Fleming.

Item E3: Appointment of Chairperson, **Local & Composite Assessment Review Board**

(i) Chairperson, Local & Composite Assessment Review Board appointment is Councillor Fleming.

Item E4: Appointment of Board Member, **Aqua 7 Regional Water Commission**

(i) Board Member, Aqua 7 Regional Water Commission appointments are Councillor Fleming with Councillor Hoefnagels as alternate.

Item E5: Appointment of Board Member, **Irricana & Rural Library Board**

(i) Board Member, Irricana & Rural Library Board appointments are Councillor Hoefnagels and Deputy Mayor Polson.

Item E6: Appointment of Board Member, **Community Futures**

(i) Board Member, Community Futures appointments are Mayor Sim and Councillor Fleming as alternate.

Item E7: Appointment of Board Member, **Rocky View Foundation**

(i) Board Member, Rocky View Foundation appointment is Deputy Mayor Polson.

F. ADJOURN

127:26 Moved by Deputy Mayor Polson to adjourn the Organizational Meeting at 7:21 pm.
CARRIED

_____

Julie Sim
Mayor

_____

Doug Hafichuk
Chief Administrative Officer

Item E2

Minutes from October 20, 2026 Regular Meeting of Council

TOWN OF IRRICANA

MEETING MINUTES

REGULAR MEETING OF COUNCIL

Council Chambers, Irricana Centennial Centre, 222 2 Street

Date: October 20, 2026 Time: 7:00PM

A. ATTENDANCE

Mayor:	Julie Sim
Deputy Mayor:	Dawna Polson
Councillors:	Nathanial Fleming, Megan Hoefnagels
CAO:	Doug Hafichuk
Staff:	Patty Malthouse

B. CALL TO ORDER

The meeting was called to order by Mayor Sim at 7:22 pm.

C. AGENDA

(i) Item C1: Adopt Agenda

128:26 Moved by Councillor Fleming to adopt the Agenda, as presented.
CARRIED

D. PRESENTATIONS

(i) Item D1: Public Hearing for Land Redesignation (*In conjunction with Item I1*)

Call Public Hearing to Order

The Public Hearing regarding proposed Bylaw 005:2026 was called to order by Mayor Sim at 7:22 pm.

The purpose of this Public Hearing is to provide members of the public with an opportunity to speak to the proposed redesignation of a portion of Lot 1, Block 2, Plan 0210178 from Urban Reserve (U-R) to Light Industrial (I-L), before Council considers subsequent readings of the Bylaw.

For anyone wishing to speak, Mayor Sim asked that all participants:

(i) State their name for the public record;

(ii) Explain their position on the proposed Bylaw and the reasons for Their position;

(iii) Direct comments through the Chair and keep them focused on the proposed Bylaw;

(iv) Be aware that their name and comments will form part of the Public Hearing record.

Mayor Sim further clarified that Council may ask participants clarifying questions, however, debate on the proposed Bylaw takes place following the Public Hearing.

Administration's Overview

Chairperson Sim invited Administration to provide an overview of the proposed Bylaw 005:2026, including the required public notification and any submissions received.

(i) Administration confirmed that statutory advertising was completed through 2 successive weeks of advertising in the Rocky View Weekly newspaper.

(ii) Administration confirmed that no speakers had registered in advance to present to Council on the proposed Bylaw.

(iii) Administration confirmed that circulations were sent directly to 9 adjacent landowners; one landowner response was received. Comments received were included in the Council Report *(Item I1).*

(iv) Administration confirmed that circulations were sent directly to 5 external agencies; four agencies responded. Comments received were included in the Council Report *(Item I1).*

Public Presentations

(i) Mayor Sim made a call for presentations in favour of the proposed Bylaw.

Bob Anderson, on behalf of Pioneer Acres, spoke in favour of the proposed Bylaw.

(ii) Mayor Sim made a call for presentations in opposition to the proposed Bylaw.

No speakers came forward.

(iii) Mayor Sim made a final call for any presentations related to the proposed Bylaw.

No speakers came forward.

Closure of the Public Hearing

With no further speakers, Mayor Sim Mayor Sim thanked those who participated and declared the Public Hearing regarding Bylaw 005:2026 closed at 7:29 pm.

E. MINUTES

(i) Item E1: Minutes of the Regular Meeting of Council for October 5, 2026

129:26 Moved by Councillor Fleming to accept the Minutes from the Regular Meeting of Council for October 5, 2026, as presented.
CARRIED

F. CORRESPONDENCE FROM PREVIOUS MEETING

(i) None

G. COMMITTEE REPORTS

(i) None

H. OLD BUSINESS

(ii) None

I. NEW BUSINESS

(i) Item I1: Land Use Bylaw Amendment Subsequent Readings (Bylaw 005:2026)

130:26 Moved by Councillor Fleming that Council provide second reading to Bylaw 005:2026, being a bylaw to redesignate a portion of Lot 1, Block 2, Plan 0210178 from Urban Reserve (U-R) District to Light Industrial (I-L) District.
CARRIED

131:26 Moved by Councillor Hoefnagels that Council provide third reading to Bylaw 005:2026, being a bylaw to redesignate a portion of Lot 1, Block 2, Plan 0210178 from Urban Reserve (U-R) District to Light Industrial (I-L) District.
CARRIED

(ii) Item I2: Irricana Municipal Library Board Appointments

132:26 Moved by Deputy Mayor Polson that Council reappoint Dawn Mosondz to the Irricana Municipal Library Board as a Member at Large for a term commencing November 1, 2026 and expiring October 31, 2028.
CARRIED

133:26 Moved by Councillor Fleming that Council reappoint Bob Anderson to the Irricana Municipal Library Board as a Member at Large for a term commencing November 1, 2026 and expiring October 31, 2029.
CARRIED

134:26 Moved by Councillor Hoefnagels that Council reappoint Shannon Simmons to the Irricana Municipal Library Board as a Member at Large for a term commencing November 1, 2026 and expiring October 31, 2029.
CARRIED

(iii) Item I3: Appointment of Election Officials

135:26 Moved by Deputy Mayor Polson that Council appoint Annette Culp as Returning Officer for the Town of Irricana municipal by-election, in accordance with the Local Authorities Election Act, effective October 20, 2026.
CARRIED

136:26 Moved by Councillor Hoefnagels that Council appoint Dawn Mosondz as Substitute Returning Officer for the Town of Irricana municipal by-election, in accordance with the Local Authorities Election Act, effective October 20, 2026.
CARRIED

(iv) Item I4: Irricana Food Bank Facility Request

Councillor Fleming declared a conflict of interest due to his membership on the Food Bank Board and recused himself from the discussion, leaving the Council meeting at 7:49 pm.

137:26 Moved by Deputy Mayor Polson that Council approve, in principle, the proposed lease arrangement with the Irricana Food Bank, as outlined in this report, and authorize Administration to negotiate and execute the necessary agreement, subject to applicable approvals;

AND FURTHER THAT Council authorize the waiver of the associated development permit application fee, as applicable.
CARRIED

Councillor Fleming returned to the Council meeting at 7:57 pm and resumed participation in the meeting.

(v) Item I5: Chief Administrative Officer Report

138:26 Moved by Councillor Fleming that the Chief Administrative Officer Report be received for information.
CARRIED

J. COMMUNICATION / INFORMATION

(i) None

K. COUNCILLOR UPDATE

(i) Item K1: Roundtable Discussion

Mayor Sim reminded Council of Small Business Week and highlighted the importance of recognizing and supporting local businesses and their contributions to the community.

Deputy Mayor Polson inquired about providing residents with updated recycling information following the transition to new service providers, including clarification on which materials are accepted and which are no longer permitted in recycling bins.

Administration noted that the Town's waste and recycling contractor has established guidelines regarding acceptable materials and that a public awareness campaign is being explored to help residents navigate updated recycling requirements. Councillor Fleming specifically noted changes to the recycling of Styrofoam and requested clarification.

Councillor Fleming inquired about the availability of candidate nomination packages for the upcoming municipal by-election.

Administration advised that the packages were expected to be available the following week, tentatively Tuesday.

L. CLOSED SESSION

(i) None

M. ADJOURN

(i) Adjournment

139:26 Moved by Councillor Hoefnagels to adjourn the meeting at 8:29 pm.
CARRIED

_____
Julie Sim
Mayor

_____
Doug Hafichuk
Chief Administrative Officer

TOWN OF IRRICANA

Council Report

To: Mayor and Council

From: Chief Administrative Officer

Date: November 2, 2026

Purpose: **Request for Decision**

Subject: Infrastructure Capital Management Plan

Summary:

The completion of the Infrastructure Capital Management Plan represents a significant milestone in restoring an essential municipal planning capability. Developed through a multi-year collaboration with Allnorth Consultants Ltd., the Plan establishes a coordinated, engineering-informed understanding of the Town's infrastructure conditions, rehabilitation requirements, and anticipated capital investment needs.

Beyond identifying approximately $20.27 million in potential infrastructure investments over the next ten years, the Plan provides a credible foundation for establishing priorities, coordinating improvements, pursuing funding opportunities, and making informed long-term decisions.

Administration is recommending that Council adopt the Plan as a guiding framework for future infrastructure capital planning, recognizing that its recommendations will continue to evolve alongside municipal priorities, financial capacity, and emerging opportunities.

Background and Discussion:

Effective infrastructure management is one of the fundamental responsibilities of municipal government, directly influencing public safety, service reliability, economic development, community growth, and long-term financial sustainability.

Responsible capital planning requires reliable information regarding asset conditions, anticipated rehabilitation requirements, associated costs, and the relationships between different infrastructure systems. This information provides the foundation for establishing priorities, evaluating competing investments, and developing realistic long-term financial strategies.

While the Town of Irricana has undertaken infrastructure planning and assessment activities historically, the municipality has operated for more than a decade without a coordinated capital planning framework. Where planning or assessment activities occurred during this period, they were generally directed toward individual projects or immediate requirements rather than a comprehensive understanding of municipal infrastructure conditions and long-term investment priorities.

Restoring this essential capability became an important component of the Town's broader efforts to strengthen municipal administration, financial management, governance, and long-term planning.

Beginning in late 2024, the Town initiated a series of targeted infrastructure and facility assessments to better understand existing conditions and identify immediate concerns. As additional information gaps and infrastructure requirements emerged, these investigations evolved into a more comprehensive program of assessment, engineering analysis, and capital planning undertaken in collaboration with Allnorth Consultants Ltd. throughout 2025 and into 2026.

The resulting Infrastructure Capital Management Plan represents the culmination of this multi-year effort, establishing a coordinated, engineering-informed foundation for managing the Town's principal infrastructure systems over a forward-looking ten-year planning horizon.

The initiative also directly advances Council's Strategic Plan. Under the strategic focus area of *Increasing Environmental Stewardship*, Council identified the replacement of end-of-life underground infrastructure as a specific goal. The completion of comprehensive water and wastewater infrastructure assessments was also identified as an early priority, forming a core component of the work undertaken.

Beyond these specific objectives, the Plan provides important supporting information for other strategic priorities involving economic diversification, community development, municipal facilities, and responsible financial management.

Restoring an Essential Municipal Capability

The completion of the Infrastructure Capital Management Plan represents substantially more than the delivery of an engineering study or a proposed schedule of capital expenditures. *It represents the restoration of an essential municipal planning capability that had not been meaningfully maintained for an extended period.*

Without current, coordinated infrastructure information, capital planning can become disproportionately influenced by immediate failures, individual project requests,

anecdotal observations, or the availability of particular funding opportunities. While these considerations may identify legitimate needs, they do not independently provide a reliable basis for evaluating competing investments or understanding their relationship to broader municipal objectives.

For the first time in many years, Council and Administration now have access to a consolidated, engineering-informed assessment of the Town's principal infrastructure systems, together with identified rehabilitation requirements, preliminary cost estimates, and a recommended long-term approach to addressing them.

This establishes a credible technical baseline against which future capital proposals, infrastructure priorities, development opportunities, and funding strategies can be evaluated.

The significance of this achievement should also be considered within the broader context of the Town's ongoing organizational development. In recent years, considerable effort has been directed toward restoring and strengthening fundamental municipal management practices, including financial planning, strategic planning, governance, statutory land-use planning, and development administration.

Infrastructure capital planning represents another important component of this work, helping re-establish the information, systems, and decision-making frameworks necessary for a capable, responsive, and financially responsible municipal organization.

While the completion of the Plan does not resolve the Town's infrastructure challenges, it restores the foundational capability necessary to begin managing those challenges systematically, with greater confidence, consistency, and intention.

Development of the Infrastructure Capital Management Plan

Preparing a credible infrastructure capital plan involves considerably more than compiling existing records or estimating the replacement costs of aging assets. It requires technical investigation, engineering analysis, an understanding of infrastructure risks, and the coordination of rehabilitation requirements across multiple municipal systems.

The Town's initiative was undertaken through successive phases of investigation and assessment, building upon earlier work and progressively expanding its scope.

The completed Plan incorporates investigations and analysis involving:

- **Sanitary Sewer Infrastructure:** CCTV inspections, condition assessments, identification of structural and operational deficiencies, and recommended rehabilitation and maintenance activities.
- **Stormwater Infrastructure:** System inspections, evaluation of identified deficiencies, and development of rehabilitation and maintenance recommendations.
- **Water Distribution Infrastructure:** Review of existing system information, historical infrastructure records, watermain failures, and potential replacement requirements.
- **Transportation Infrastructure:** Visual assessment of roadways, sidewalks, curbs, and related surface infrastructure.
- **Municipal Facilities:** Review of selected municipal buildings, including identified maintenance deficiencies and rehabilitation requirements.

These investigations employed different assessment methodologies appropriate to the infrastructure and available information. For example, sewer investigations incorporated CCTV inspections, while the water distribution assessment relied primarily upon existing records and historical system information.

Allnorth evaluated the resulting information to establish infrastructure conditions, identify risks, develop rehabilitation recommendations, and prepare preliminary capital cost estimates.

A particularly important component of this work involved *considering the relationships between individual infrastructure systems rather than assessing each in isolation***.**

For example, replacing a deteriorated sanitary sewer or watermain may require substantial roadway reconstruction. Conversely, a proposed roadway improvement may present an opportunity to address underground infrastructure deficiencies before new surface improvements are installed.

Examining these relationships collectively allows for more practical construction sequencing, improved coordination of capital investments, and reduced potential for unnecessary disruption or duplicated construction activities.

The outcome is a coordinated, ten-year infrastructure rehabilitation program supported by preliminary capital cost estimates and associated maintenance recommendations.

Developing this framework required sustained technical investigation, engineering analysis, administrative coordination, and collaboration over approximately 18 months. The contributions of Allnorth and municipal staff have been instrumental in maintaining continuity throughout the initiative and advancing the work from targeted assessments to a coordinated capital planning framework.

The result represents a substantial investment in the Town's institutional knowledge and long-term planning capacity.

The Value of an Informed Capital Planning Framework

The principal value of the Infrastructure Capital Management Plan is not the identification of a particular number of projects or the establishment of a specific dollar value for future expenditures.

Its value lies in providing a credible factual basis for understanding, prioritizing, and managing the Town's infrastructure requirements.

The completed Plan establishes a recommended rehabilitation program informed by engineering assessments, identified deficiencies, associated risks, and opportunities to coordinate improvements across municipal systems.

In the absence of other considerations, this program provides a reasonable, technically informed path forward. However, it is not intended to establish an inflexible construction schedule or replace Council's responsibility to determine municipal investment priorities.

An important *distinction must therefore be made between identified infrastructure needs and municipal capital priorities*.

Infrastructure needs are generally established through technical assessments, condition ratings, anticipated service life, and the consequences of potential failure.

Municipal capital priorities must consider those requirements alongside broader factors, including Council's Strategic Plan, public safety, service reliability, development opportunities, operational efficiencies, financial capacity, and available funding.

For example, infrastructure presenting a significant risk of failure may warrant immediate attention regardless of other municipal objectives. Conversely, a project with lower immediate technical urgency may offer substantial additional benefits by reducing water loss, supporting development, resolving operational constraints, or allowing several improvements to be undertaken together.

The Plan provides the information necessary to evaluate these considerations more consistently and understand the implications of advancing, deferring, or modifying particular investments.

It also creates opportunities to further mature the Town's capital planning processes. Future capital proposals can now be evaluated against an established infrastructure management framework, alongside Council's strategic priorities and other municipal considerations.

Over time, this may support the development of formal project prioritization criteria, scoring methodologies, or other decision-support tools. Whether a proposed project addresses an identified requirement within the Infrastructure Capital Management Plan may become one consideration, alongside infrastructure risk, development potential, service reliability, and financial implications.

The objective is not to eliminate judgment or discretion from capital planning, but to ensure that decisions are increasingly supported by reliable information, consistent criteria, and an understanding of the available alternatives.

Infrastructure Condition and Ten-Year Investment Outlook

The completed assessments identify varying infrastructure conditions and rehabilitation requirements across the Town's principal municipal systems.

Of particular concern are portions of the aging sanitary sewer, stormwater, and water distribution networks, where identified deficiencies and potential failure risks will require continued monitoring, maintenance, rehabilitation, or replacement.

Much of the Town's roadway and related surface infrastructure remains serviceable, with significant future reconstruction requirements often associated with the rehabilitation of underground utilities. Selected municipal facilities were also evaluated to identify maintenance and reinvestment requirements.

Allnorth's accompanying Council presentation identifies a *preliminary ten-year infrastructure capital investment program valued at approximately $20.27 million*, presented over the forward-looking 2027–2036 planning period.

This provides an important benchmark for understanding the potential magnitude of the Town's infrastructure rehabilitation and replacement requirements.

Historically, the absence of coordinated assessments has made it difficult to meaningfully evaluate assumptions regarding the scale of these obligations. The completed Plan establishes a substantially more credible basis for these discussions.

However, the estimated program value should not be interpreted as a definitive measure of the Town's infrastructure deficit, an established financial liability, or a commitment to complete all identified projects within a specific timeframe.

The estimates are preliminary and intended for long-term planning. Individual projects may require further investigation, alternative rehabilitation methods, detailed engineering, and updated cost estimates. Similarly, *the recommended annual investment schedule is a planning framework rather than a fixed construction timetable*.

Actual investment will depend upon infrastructure conditions, project readiness, funding availability, construction opportunities, municipal priorities, and Council direction. Some years may involve substantial infrastructure investment, while others may be limited to smaller projects, maintenance activities, or continued project development.

The Plan provides a reasonable benchmark against which these activities can be considered without establishing an expectation that every proposed annual investment target must be achieved.

It is also important to recognize that the completed assessments do not encompass every municipal asset or infrastructure requirement. The work has concentrated on primary infrastructure systems and selected municipal facilities, establishing a substantial foundation that can be supplemented through future investigations.

From Infrastructure Assessment to Capital Project Delivery

The restoration of a coordinated capital planning framework creates important opportunities to strengthen how the Town identifies, develops, funds, and delivers infrastructure projects.

Understanding that infrastructure requires rehabilitation is a necessary first step. However, identifying a need does not automatically result in a project that is sufficiently developed, financially viable, or ready for implementation.

A practical capital project development process can be understood through three stages:

Stage	Description
Identified Need	*Infrastructure condition, deficiency, risk, rehabilitation requirement, or investment opportunity has been established*
Developed Project	*The scope of work, preliminary engineering, cost estimates, and potential funding strategy have been sufficiently developed to support further consideration.*
Funded and Approved Project	*The necessary funding and Council authorizations have been secured, allowing the project to proceed toward implementation.*

The Infrastructure Capital Management Plan substantially advances the first stage while providing the technical foundation for progressing individual projects through the remaining stages.

This is particularly important given the Town's limited financial capacity. Major infrastructure rehabilitation projects may involve expenditures substantially beyond what the municipality can independently finance through annual revenues or existing reserves.

Successful project delivery will therefore frequently depend upon appropriate funding arrangements, potentially involving provincial or federal infrastructure programs, cost-sharing agreements, development contributions, partnerships, or other financing mechanisms.

Administration can now begin translating identified infrastructure requirements into more clearly defined project scopes, evaluating associated costs and benefits, and preparing potential projects for future funding opportunities.

Over time, this creates the opportunity to establish a portfolio of identified, developed, and eventually funded capital projects, rather than approaching individual investments as isolated initiatives.

Capital Funding and Strategic Opportunities

The Infrastructure Capital Management Plan also strengthens the Town's ability to pursue substantial external funding opportunities.

Many significant infrastructure funding programs place considerable emphasis on demonstrated municipal need, project readiness, and alignment with established capital management, asset management, or strategic planning documents.

Historically, the absence of a current, coordinated capital plan has limited the Town's ability to demonstrate that proposed projects form part of a broader, deliberate infrastructure management strategy.

The completion of the Plan addresses an important component of this gap.

The Town can now demonstrate that its infrastructure requirements have been systematically evaluated, rehabilitation priorities have been identified, and potential investments can be considered within an established long-term planning framework.

This strengthens the technical and strategic foundation for future funding applications, while providing a starting point for the additional engineering, financial, and project-specific information that larger funding opportunities may require.

Equally important is the need to remain responsive to changing external circumstances.

Provincial and federal infrastructure funding priorities are not static. Government investment programs evolve in response to changing economic conditions, public policy objectives, and national or provincial priorities.

At different times, significant funding opportunities may favour housing-enabling infrastructure, economic development, environmental improvements, community facilities, or other areas of public investment.

These changes can materially influence which infrastructure projects are most practical or advantageous for a municipality to advance. A project that may not otherwise have been an immediate priority could become considerably more attractive if substantial external funding becomes available and the investment aligns with a legitimate municipal need or strategic objective.

The Town would be remiss not to consider these opportunities, including adjusting project sequencing, refining scopes of work, or advancing alternative investments where doing so would deliver meaningful municipal benefits. This is an important reason why the Plan must remain a living document rather than an inflexible construction schedule.

Its technical foundation allows the Town to maintain a consistent understanding of infrastructure requirements while responding to changing funding priorities, economic conditions, and development opportunities.

Importantly, *external funding should inform, but not automatically determine, municipal capital priorities.* Projects must still be assessed according to their technical merits, strategic alignment, financial implications, long-term operating requirements, and overall value to the community.

The objective is to capitalize on significant investment opportunities without losing sight of the Town's broader infrastructure responsibilities.

Supporting Development and Broader Municipal Objectives

Municipal infrastructure is not simply an obligation to maintain existing services; it is also an important enabler of community development, economic activity, and long-term sustainability.

Reliable servicing infrastructure, transportation networks, and functional community facilities influence the Town's ability to accommodate investment, support existing businesses, and maintain an attractive and viable community.

As development opportunities emerge, the Town must be able to assess whether existing infrastructure can accommodate proposed activities and identify improvements that may be necessary.

The completed Plan provides an important technical foundation for these considerations. For example, targeted servicing improvements may facilitate residential or industrial development, address constraints affecting existing businesses, reduce water loss, or improve municipal service reliability and operational efficiency.

Similarly, a better understanding of facility conditions can support decisions regarding continued maintenance, significant reinvestment, repurposing, or the planned retirement of aging municipal assets. These opportunities can be considered alongside technical rehabilitation requirements when establishing future capital priorities.

A project supporting a significant development opportunity or municipal service objective may reasonably warrant earlier consideration than another technically recommended improvement, provided the associated risks, costs, and trade-offs are properly understood.

This broader perspective allows infrastructure investments to be evaluated not only for their ability to address existing deficiencies, but also for their contribution to Council's strategic objectives and the community's future.

Ongoing Management and Future Refinement

The Infrastructure Capital Management Plan is intended to serve as a living planning document.

Infrastructure conditions, development pressures, municipal priorities, financial capacity, and external funding opportunities will inevitably change. Maintaining the Plan's relevance will therefore require continued administrative attention and periodic refinement.

Administration will be responsible for incorporating new infrastructure information, reviewing rehabilitation requirements, updating project assumptions, and considering adjustments to recommended priorities as circumstances warrant.

This may include additional facility assessments, more detailed system investigations, and project-specific engineering to supplement the existing framework.

The Plan will begin informing future municipal budgets, capital investment discussions, project development activities, and funding strategies. Its continued application will also support the gradual development of more sophisticated capital prioritization and project delivery practices.

Adoption of the Plan as a guiding framework does not constitute approval of its proposed ten-year construction schedule, individual capital projects, or associated expenditures.

Council will retain responsibility for establishing municipal investment priorities and authorizing specific projects through future budget and capital approval processes. The Plan is intended to inform and support those decisions, not predetermine them.

Conclusion

The completion of the Infrastructure Capital Management Plan represents an important milestone in the Town of Irricana's continued organizational development.

Following an extended period without a functioning, coordinated capital planning framework, the Town has undertaken a sustained, multi-year effort to restore the technical information and planning capacity necessary for effective infrastructure management.

Through the collaboration of Allnorth Consultants Ltd. and municipal staff, the Town now has a credible foundation for understanding its primary infrastructure requirements, evaluating competing priorities, developing capital projects, and pursuing external investment opportunities.

The Plan provides both direction and flexibility: a reasonable starting point for infrastructure rehabilitation and the ability to adapt as municipal circumstances and opportunities evolve.

While the Plan does not resolve the Town's infrastructure challenges, it restores an essential capability and establishes the foundation for managing them through more informed, deliberate, and sustainable decision-making.

Financial Implication(s):

The Infrastructure Capital Management Plan identifies a preliminary ten-year infrastructure capital investment program estimated at approximately $20.27 million, based upon Allnorth's engineering assessments and recommended rehabilitation approach.

These estimates provide an important planning benchmark but do not constitute an approved expenditure program, a definitive measure of the Town's infrastructure deficit, or a binding financial commitment.

Individual projects will remain subject to further consideration of scope, technical requirements, funding availability, financial capacity, and Council priorities.

Given the scale of anticipated rehabilitation requirements, external funding arrangements and partnerships are expected to play an important role in future capital project delivery.

No additional capital expenditures are being requested or authorized through this agenda item.

Recommendation:

That Council adopt the Town of Irricana Infrastructure Capital Management Plan as a guiding framework for future infrastructure capital planning.

Recommendation Motion(s):

Option #1:

Motion #1: **THAT** Council adopt the Town of Irricana Infrastructure Capital Management Plan as a guiding framework for infrastructure capital planning.

Option #2:

As determined by Council.

Respectfully submitted,

"Doug Hafichuk"

Chief Administrative Officer

ATTACHMENTS:

Attachment 'A' – Infrastructure Capital Management Plan (September 2026)

Attachment 'B' – Allnorth Council Presentation (November 2026)

Item I1

Attachment ‘A’ – Infrastructure Capital Management Plan (September 2026)

Town of Irricana
Infrastructure Capital Management Plan

Prepared for	Town of Irricana
Allnorth Contact	Raul Morales
Project Number	2403326
Document Number	2403326-370-RPT-001
Revision	0
Issue Status	Issued for Information
Date	September 2026

CANADIAN COUNCIL FOR INDIGENOUS BUSINESS



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Appendices

Appendix A: Annual Construction Sections

Appendix B: Infrastructure Layouts

Appendix C: 2023 Irricana Building Inspections

DOCUMENT INFORMATION

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Executive Summary

Allnorth Consultants Ltd. (Allnorth) was retained by the Town of Irricana (Town) to complete the development of a Municipal Capital Management Plan and Capital Cost Estimate to help with the budgetary planning for the next ten (10) years for the Municipality.

Several condition assessments and site inspections were completed to evaluate the condition of several systems of the Town's infrastructure, including the sanitary sewer system, the water distribution system, roadways and sidewalks, and two Municipal Buildings (Town Library and Municipal Building) and the stormwater system. The condition assessments included visual observations to identify failures and provide recommendations to rectify them, for all excluding the water distribution system for which Allnorth completed a desktop study. These condition assessments are an integral part of the required Capital Management Plan for the Town of Irricana Infrastructure.

Allnorth has prepared a section-by-section breakdown detailing our findings and recommendations for the inspected systems. Allnorth assessed the data from the inspections and assigned a rating system and indices to each of the inspected systems. These are then used to determine potential costs associated, totaled for each system and the entirety of the town, and placed into an estimate for the next ten (10) years of budgets.

The recommendations were then compiled into a 10-year municipal infrastructure rehabilitation program, along with budgetary capital cost estimates that consider the complete replacement of the infrastructural systems in their respective road sections. Due to the high level of estimation and existing variables noted throughout the project, the cost estimates found throughout this report are meant to be used as a capital planning tool and not to be taken as final design costs or a funding commitment. The costs are meant to estimate replacement of all infrastructural elements in a given section of road, considering appropriate prioritizing and sequencing of construction operation. This program is organized by priority for repair, based on both likelihood and consequence of failure. Additional general maintenance recommendations were made for inspection, and operational & maintenance remediation program, as well as a service lateral repair program.

In general, the Town's infrastructure network appears to be in poor condition considering its age. There are several pipe sections that are at risk of failure and will require repair or replacement in the near future.

1 Introduction

This report provides the recommendations, data, and results of the multiple studies and inspections completed on the selected infrastructure systems for the Town of Irricana. The purpose of this management plan is to understand the current state and effectively plan the next ten (10) years of infrastructure improvements and repairs for the Town of Irricana.

In 2024, the Town of Irricana retained Allnorth to perform an inspection of its infrastructural system that included its sanitary sewer collection system, stormwater system, water distribution system, roadways, and some select buildings. The findings of these investigations would then be used to develop a new 10 year capital management plan based on maintenance priorities and a long-term annual budget recommendation.

1.1 Methodology

The following is an overview of the study scope areas and associated methodology:

- ✓ **Building Inspections** – Inspection and review of the Municipal Building and Library Building.
- ✓ **Sewer Inspection** – Execution of CCTV inspection field program.
- ✓ **Water System** - Desktop study of the water system and historical repairs.
- ✓ **Road System** – Visual inspection and review of the existing road/sidewalk system.
- ✓ **Stormwater System** – CCTV inspection of the stormwater system.

Each investigation method was taken and reviewed by engineering. From the reviews came a qualified rating system that was applied to each system independently. The rating system applied prioritized each individual system based on observed or studied degradation. After each system was independently analyzed, they were then reviewed in conjunction with each other. For instance, if the sewer section and water section were rated high for rehabilitation, the road was reviewed in that area and reprioritized based on the substructure works required. If the road was rated high, the underground systems were reviewed and prioritizations were provided based on known construction effort for the road required.

2 Infrastructure Assessments

2.1 Sanitary Sewer System

In 2021, the Town of Irricana retained Allnorth to conduct a video-based sanitary inspection of selected sanitary sewer pipes, and to provide budgetary and maintenance program recommendations. At the time of inspection, the sanitary sewer system was quite old and a significant portion of it was expected to be in poor condition and in need of repair. For this study, Allnorth assessed the selected sewer sections within the town, prioritized the repairs and examined the potential for alternative repair methods. The findings of this 2021 investigation were used to develop a 5-year maintenance strategy to perform all necessary repairs to the sanitary sewer infrastructural system.

The outcome of that investigation was the development of a rehabilitation program for the sanitary sewer system. As the first portion of that program was underway, it was determined during the construction process that the water distribution system was in severely poor condition and repairs on this system were required. From the exposed areas, it was determined that repairs would likely be just as excessive, if not more so, to the water system as was underway in the sanitary system. Below are the details of the 2025 inspection and summary of the review.

2.1.1 Sanitary Sewer System Inventory Summary

The selected sanitary sewer network consists of approximately 4,150m of gravity sewer pipe and 44 manholes. Not all pipes could be inspected due to blockages and deformities and so maintenance recommendations for those pipes are based on relevant data within the investigation and context within the system.

Table 1 - Inventory Summary – Sanitary Gravity Sewer Network

Diameter (mm)	**Total Pipe Length (m) – By Material**			
	Polyvinyl Chloride (PVC)	Reinforced Concrete Pipe	Vitrified Clay Pipe	Total
200	50	925	1750	2905
250	370	385	105	640
375	455	110	0	565
Total	875	1420	1855	4150

The assessment of all manholes, lift stations and force mains are not included in this study.

2.1.2 Sanitary Sewer Investigation

The inspection of the selected sanitary sewers involved implementing the in-line closed captioning television (CCTV) method. The CCTV inspection method involves flushing out the pipes prior to advancing a video camera through the selected sanitary sewers to record the condition of the interior surfaces of the sewer pipes.

Allnorth retained Calgary Sewer Scope Inc. (CSS) on two separate occasions to perform the CCTV investigations for the project. The first time was in October 2021, as part of the initial sanitary sewer system investigation. This investigation primarily focused on the sanitary sewer infrastructure seen in the downtown area of Irricana, as seen in Figure 1. The second investigation took place in October of 2025 and involved the network of sewer pipes and manholes that led from the manhole on the intersection of 1st Street and 2nd Avenue to the lagoon, shown in Figure 2. Note that the manhole identified as SMH31 in the 2021 investigation and the manhole identified as S1 in the 2025 investigation are the same manhole..

Figure 1 **– Sanitary Sewer Piping Infrastructure (Downtown Area, 2021 Investigation)**

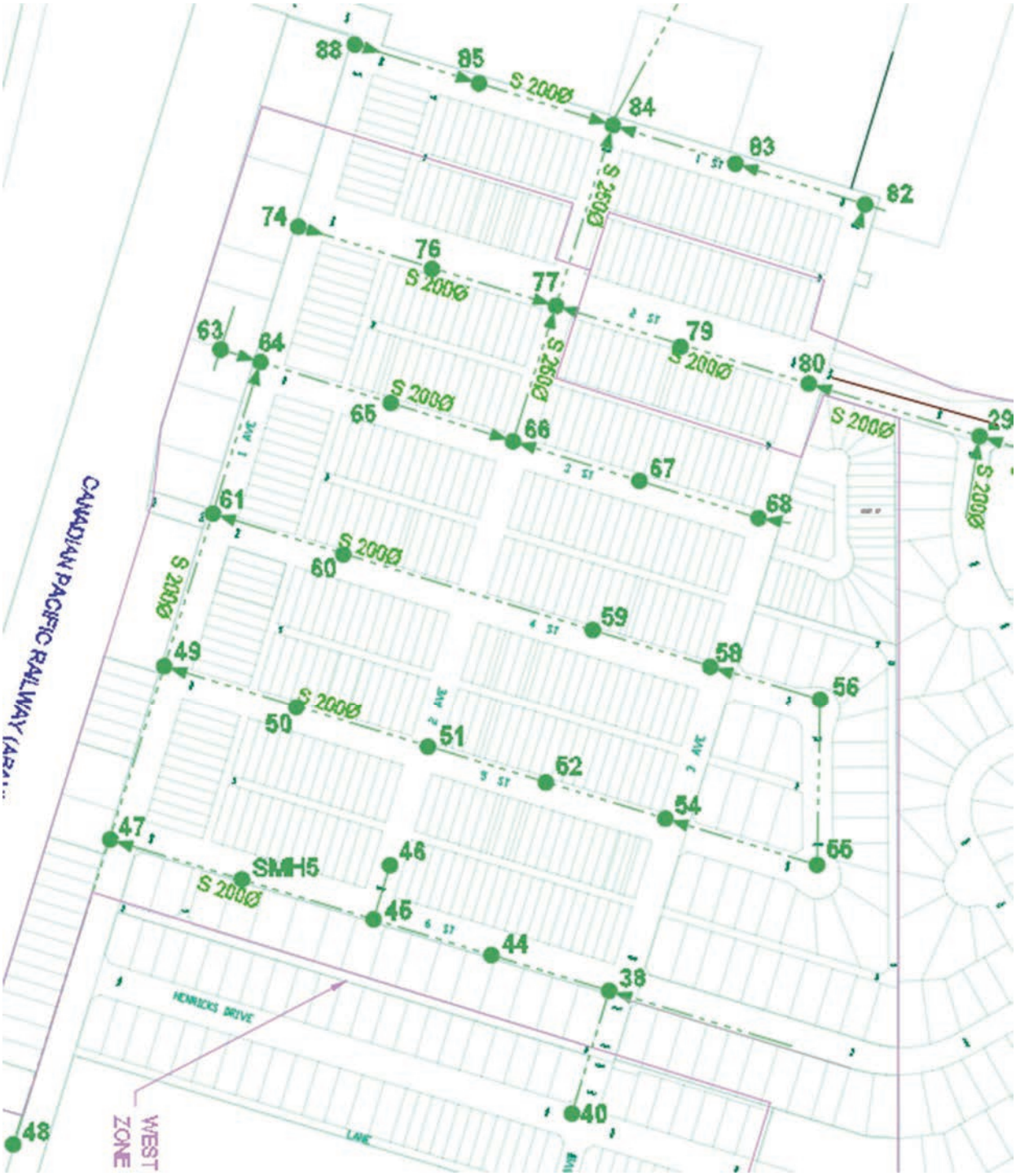
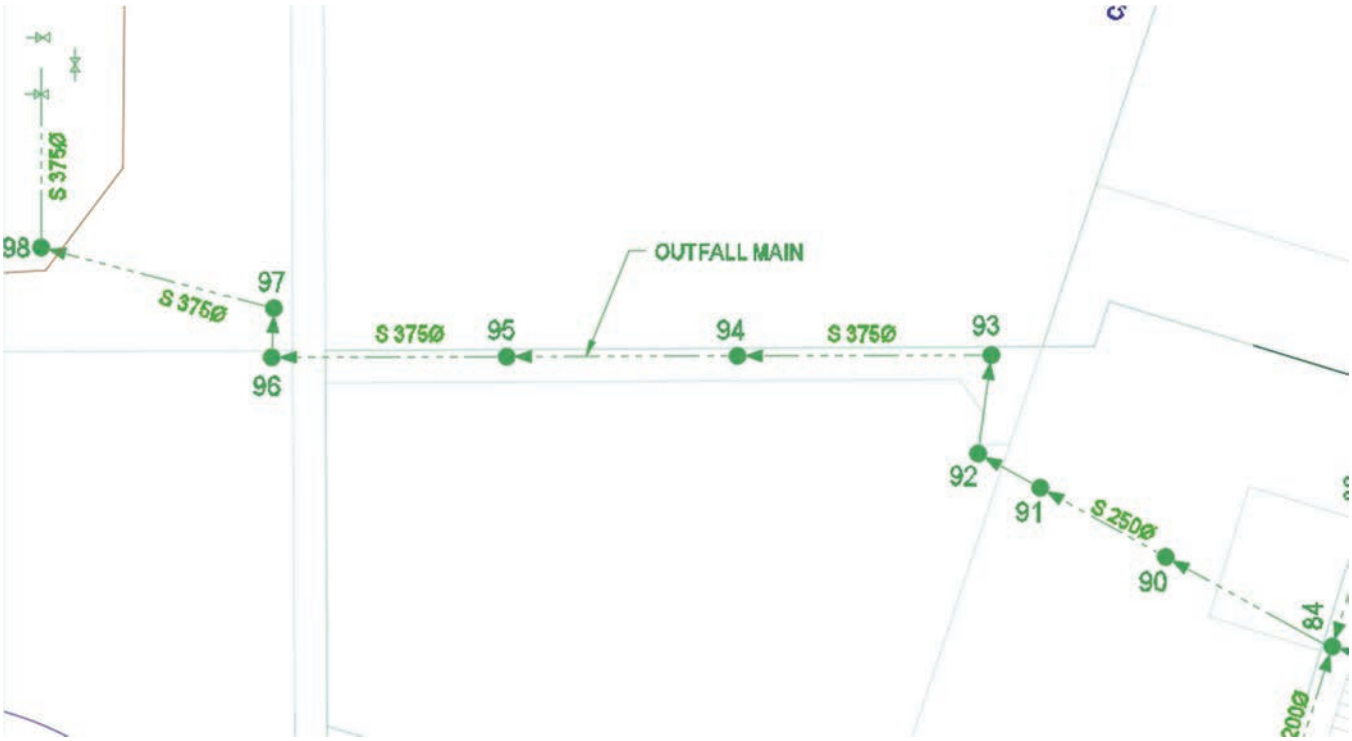


Figure 2 – Sanitary Sewer Piping Infrastructure (Lagoon Connection to Town, 2025 Investigation)



The CCTV videos and still images of defects were reviewed by CSS, then used to develop inspection reports using the Pipeline Assessment & Certification Program's (PACP) method of quantitatively coding defects found in a pipe length. Sewer pipe defects observed were classified as either being structural or due to operation and maintenance (O&M). A CCTV operator analyzed the video footage taken during their pipe investigation and assigned each defect found with a severity level ranging from 1 to 5. The PACP defect grades and their estimated time to failure are summarized in Table 2.

Table 2 - PACP Pipe Grading Scheme

Grade	Description	Estimated Time to Failure
1	Minor defects	Unlikely in the foreseeable future
2	Defects that have not begun to deteriorate	20 years or more
3	Moderate defects that will continue to deteriorate	10 to 20 years
4	Severe defects that will become grade 5 defects in the near future	5 to 10 years
5	Defects requiring immediate attention	Has failed or will likely fail within the next 5 years

The CCTV videos and inspection reports were then provided to Allnorth for review and to confirm the reported findings of the investigation. To quantify the overall condition of a complete pipe section, Allnorth assigned each pipe a quick rating based on the findings of the CCTV inspection. The quick rating is a four-digit code that indicates the number of occurrences of the two highest severity defect grades found throughout the pipe section. For example, a pipe section with two defects requiring immediate attention, one moderate defect that will continue to deteriorate, and four minor defects would have a quick rating of 5231, where two defects with a grade 5 rating and one defects of a grade 3 rating were the highest severity defects noted throughout the pipe.

The quick rating system does not differentiate between structural issues and operation & maintenance (O&M) issues noted in each pipe segment, meaning that it does not communicate whether the most appropriate method of remediation would involve cleaning the pipe or if it would involve a more costly procedure such as complete replacement.

The quick ratings that were assigned to each of the pipes were then used to give each pipe a condition category as shown in Table 3, which qualitatively communicates the general pipe condition of each pipe section, the predicted remaining service life of the pipe, and the extent of repairs recommended for rectification. Doing this provides a method in which construction services can be effectively prioritized throughout the entire infrastructure project's duration.

Table 3 - Condition Categories

Condition Category	Quick Rating	Additional Criteria for Inclusion	General Observations and Recommendations
Severe	4500+	Severe issues with roots, service laterals, gravel/silt, and calcium deposits, etc. Incomplete video due to survey abandonment, and/or significant sections of camera submersion. Incomplete video indicates significant obstruction within the pipe and/or unknown structural condition.	Pipe has failed or will likely fail within 5 years. Repairs must be prioritized and scheduled on an individual basis according to the immediacy of the identified issues. Typically, all pipes in severe condition should be addressed within 3 years.
Poor	4500-3500	Moderate issues with roots, gravel/silt, and calcium deposits, etc.	Pipe will likely fail within 5 to 10 years. Pipe repair and/or maintenance required within 3-5 years.
Fair	3500-2500	Minor issues with roots, gravel/silt and calcium deposits, etc. Age-related deterioration of the pipe wall that is not currently causing a defect under the PACP rating system, such as roughening or weakening. Indicates that defects may arise sooner than the PACP rating would otherwise indicate. Undersized pipes, as determined by review of the video or master plan recommendations.	Pipe may fail in 10 to 20 years, but it is difficult to predict due to variability in deterioration rate. For structural issues, pipe repair and/or reinspection is recommended within 10 years. For O&M issues, these pipe sections should be included in an O&M remediation program when the pipe sections in poor or severe conditions are being addressed.
Good	<2500	None.	No maintenance action required. Pipe unlikely to fail for at least 20 years.

Refer to Tables 4 & 5 for the key findings of the sanitary sewer investigations. Note that the quick ratings and key observations found in Table 4 were part of the sanitary sewer inspection that took place in 2021, and that the severity of the issues noted throughout the investigation have likely worsened with time. The quick ratings and observations in Table 5 were the findings of the additional sanitary sewer inspection that took place in October 2025. These findings more accurately reflect the current conditions of these pipes at this time.

Table 4 – 2021 Sanitary Sewer Assessment Results

Pipe Identity	Diameter	Length	Material	Quick Rating	Condition Category	Key Observations
88 - 85	200	85	Reinforced Concrete Pipe	5128	Severe	Major grease build-up.
85 - 84	200	85	Reinforced Concrete Pipe	5142	Severe	Moderate grease build-up.
82 - 83	200	85	Vitrified Clay Pipe	2319	Good	Minor grease and roots.
83 - 84	200	85	Reinforced Concrete Pipe	2919	Fair	Moderate grease.
64 - 61	200	105	Vitrified Clay Pipe	5131	Severe	Minor grease, minor cracks, intruding laterals.
61 - 49	250	105	Vitrified Clay Pipe	5341	Severe	Cracking, joint offset, minor grease, intruding laterals
49 - 47	200	105	Vitrified Clay Pipe	2100	Good	Minor grease and joint offset
47 - 48	250	180	Polyvinyl Chloride	-		Comments unavailable.
74 - 76	200	85	Vitrified Clay Pipe	3126	Fair	Minor grease build up, minor joint offset
76 - 77	200	85	Vitrified Clay Pipe	5143	Severe	Grease and settled debris, cracking.
77 - 79	200	85	Vitrified Clay Pipe	-		Unable to inspect due to pipe configuration.
79 - 80	200	85	Vitrified Clay Pipe	5123	Severe	One moderate sag or obstruction.
63 - 64	200	10	Vitrified Clay Pipe	2100	Good	Minor settled debris
64 -65	200	85	Vitrified Clay Pipe	5242	Severe	Moderate cracking and sagging or obstruction.
65 - 66	200	85	Vitrified Clay Pipe	5123	Severe	One moderate sag and obstruction.
66 - 67	200	85	Vitrified Clay Pipe	2711	Fair	Minor grease build-up.
67 - 68	200	85	Vitrified Clay Pipe	5141	Severe	Major fracture and moderate cracking.
61 - 60	200	85	Vitrified Clay Pipe	4128	Poor	One intruding tap.
60 - 59	200	170	Vitrified Clay Pipe	4223	Poor	Moderate cracking and moderate joint offset.
59 - 58	200	85	Vitrified Clay Pipe	4227	Poor	Moderate cracking.
49 - 50	200	85	Vitrified Clay Pipe	5341	Severe	Minor cracking, intruding laterals, one joint offset.
50 - 51	200	85	Vitrified Clay Pipe	5341	Severe	Moderate cracking, multiple intruding laterals.
51 - 52	200	85	Vitrified Clay Pipe	5122	Severe	One intruding lateral, moderate joint offset.
52 - 54	200	85	Vitrified Clay Pipe	5125	Severe	One major sag or obstruction.
58 - 56	200	70	Reinforced Concrete Pipe	4223	Poor	Moderate cracking.

Pipe Identity	Diameter	Length	Material	Quick Rating	Condition Category	Key Observations
56 - 55	200	110	Reinforced Concrete Pipe	2413	Good	Minor crack and grease build-up.
55 - 54	200	100	Reinforced Concrete Pipe	5123	Severe	Multiple major fractures.
47 – SMH5	200	85	Reinforced Concrete Pipe	2210	Good	Minor crack and grease build-up.
SMH5 - 45	200	85	Reinforced Concrete Pipe	5141	Severe	Major grease build-up and sagging or obstruction.
45 - 44	200	85	Reinforced Concrete Pipe	2611	Fair	Minor crack and grease build-up.
44 -	200	85	Vitrified Clay Pipe	5241	Severe	Moderate settled debris and sagging or obstruction.
84 - 77	250	105	Reinforced Concrete Pipe	N/A		Could not inspect due to high flow.
77- 66	200	105	Reinforced Concrete Pipe	2100	Good	Minor grease build-up.
45 - 46	200	30	Reinforced Concrete Pipe	4124	Poor	Moderate cracking.
40 - 38	200	50	Polyvinyl Chloride	4124	Poor	One deformity.

*SMH – Sanitary Manhole

Table 5 – 2025 Sanitary Sewer Assessment Results

Pipe Identity	Diameter	Length	Material	Quick Rating	Condition Category	Key Observations
84-90	250	10	Reinforced Concrete Pipe	3100	Fair	Roots found 8m from SMH1
90-91	250	90	Reinforced Concrete Pipe	N/A	N/A	Survey not completed, roots in the way of CCTV.
90-92	250	135	Reinforced Concrete Pipe	N/A	N/A	Survey not completed, obstacles and roots in the way, CCTV could not pass through debris.
91-92	250	45	Reinforced Concrete Pipe	N/A	N/A	Survey not completed, camera underwater in certain instances and roots.
92-93	250	35	PVC	0	Good	No noted deficiencies.
93-94	250	155	PVC	0	Good	No noted deficiencies.
94-95	375	140	PVC	0	Good	No noted deficiencies.
95-96	375	140	PVC	0	Good	No noted deficiencies.
96-97	375	30	PVC	0	Good	No noted deficiencies.
97-98	375	145	PVC	0	Good	No noted deficiencies.
98-Lagoon	375	110	Reinforced Concrete Pipe	0	Good	No noted deficiencies.

2.1.3 Sanitary Sewer System Rehabilitation & Maintenance Strategy

The rehabilitation method for each pipe should be selected based on suitability, cost, accessibility, service disruption, and other factors. Allnorth has prepared the following recommendations for repair and maintenance of sanitary sewers with the Town of Irricana. Good maintenance practices are required to maintain a good level of service and usually result in lower overall capital repair costs.

- ✓ Structural Repair – Many of the observations throughout the sanitary sewer investigation demonstrate potential structural deficiencies throughout the piping. Cracking, joint offsets, sagging, and severe obstructions often cannot be fixed through flushing or O&M procedures and require maintenance to the piping structure itself. Some structural defects such as surface cracking can be mitigated through the use of pipe liners, however spot repairs or complete replacement of pipe sections may be necessary for severe structural issues.
- ✓ Flushing Program –The Town would benefit from a more frequent and/or higher-pressure flushing program. Allnorth recommends each pipe should be flushed once every five years, with flushing equipment that has been verified to be effective via pipe CCTV inspection before and after flushing one or more pipe sections.
- ✓ Inspection Program – Sewer lines should be inspected regularly, with inspection frequency dependent on sewer condition and consequence of failure. A combined flushing and inspection in a 5-year program for pipes in "fair" condition, and a 10-year program for pipes considered to be in good condition is recommended to ensure longevity of piping infrastructure. For pipes in "poor" or "severe" condition, repair should be prioritized accordingly, however, inspection should generally be made every two years to ensure the pipes have not additionally deteriorated if repairs cannot be conducted within the recommended period.
- ✓ Operation & Maintenance (O&M) Remediation – it is recommended that any significant O&M issues discovered during regular inspection should be removed as soon as practical. Many remediation contractors will be able to address multiple issues as part of the same contract, including root cutting, hydrovac, etc. first, and then installing liner-type patches to prevent further root intrusions. The same contract may sometimes be expanded to include trenchless repairs for structural issues such as pipe cracks or defective service laterals as appropriate and where viable.

2.2 Stormwater Sewer System

In 2025, the Town of Irricana retained Allnorth to conduct a video-based inspection of selected stormwater sewer pipes, and to provide budgetary and maintenance program recommendations. For this study, Allnorth assessed the selected stormwater sewer sections within the town, prioritized the repairs and examined the potential for alternative repair methods. The findings of this investigation were used to develop a 5-year maintenance strategy to perform all necessary repairs to the sanitary sewer infrastructural system.

2.2.1 Stormwater Inventory Assessment

The entire stormwater piping network for the Town consists of approximately 1937m of storm sewer pipe, 19 manholes, and 29 catch basins. The pipes found within the main lines range from 300mm to 600mm and the pipe material found was a combination of reinforced concrete pipe, polyvinyl chloride (PVC), reinforced plastic (truss) pipe, and corrugated metal pipe, as seen in Table 6. As with the sanitary sewer network, the manholes within the stormwater sewer network were not investigated as part of this study.

Table 6 - Pipe Material Lengths

Diameter (mm)	Total Pipe Length (m) - By Material			
	Polyvinyl Chloride (PVC)	Reinforced Concrete Pipe	Corrugated Metal Pipe	Total
150	0	Unknown	0	Unknown
200	31	145	0	177
250	37	75	0	113
300	0	222	0	222
375	105	470	0	575
450	0	13	0	13
600	0	105	580	685
900	0	455	0	455
Unknown	0	17	0	17
Total	173	1486	580	2257

2.2.2 Stormwater System Investigation

Allnorth retained Calgary Sewer Scope to use the closed-captioning television method (CCTV) to assess the condition of the existing stormwater system infrastructure from within the pipes. Only the stormwater main lines and catch basin-manhole connections were inspected as part of the scope of this project. No inspection of the weeping tile or weeping tile connection systems was completed. Similar to the investigation of the sanitary sewer network, the CCTV inspection of Irricana's stormwater system involved advancing a video camera through the stormwater sewer pipe system to record the condition of the interior surfaces of the sewer pipes. Refer to Figure 3 for a general arrangement of the underground storm sewer network.

Figure 3 – Stormwater Sewer Piping Infrastructure



Like the sanitary sewer network, the videos gathered throughout the storm system investigation were reviewed by CSS and reports were developed denoting the deficiencies found throughout them. Refer to Tables 7 & 8 for the key findings of the stormwater sewer assessment, with Table 7 highlighting the findings from investigating the main lines, and Table 8 highlighting key findings of the catch basin-to-manhole piping.

Table 7 – Stormwater Main Line Assessment Results

Pipe Identity	Diameter	Length	Material	Quick Rating	Condition Category	Key Observations
STMH6 - STMH13	600	105	Reinforced Concrete Pipe	4100	Poor	Hole found roughly 18m from STMH6.
STMH6 - STMH7	375	105	Reinforced Concrete Pipe	5221	Severe	Multiple holes in the pipe at 46m and 53m from STMH7.
STMH5 - STMH6	900	170	Reinforced Concrete Pipe	2400	Good	Deposit ingress gravel in multiple locations throughout pipe.
STMH4 - STMH5	900	170	Reinforced Concrete Pipe	5131	Severe	Hole found 18m from STMH4, fine deposits at entrance to STMH4.
STMH3 - STMH4	900	115	Reinforced Concrete Pipe	5224	Severe	Multiple holes in the pipe at 18m and 22m from STMH4.
STMH10 - STMH12	375	50	Reinforced Concrete Pipe	0	Good	No noted deficiencies.
STMH4 - STMH11	375	105	Reinforced Concrete Pipe	0	Good	No noted deficiencies.
STMH10 - STMH11	375	105	Reinforced Concrete Pipe	0	Good	No noted deficiencies.
STMH9 - STMH10	375	105	Reinforced Concrete Pipe	0	Good	No noted deficiencies.
STMH8 - STMH9	375	105	PVC	0	Good	No noted deficiencies.
STMH3 - STMH2	300	120	Reinforced Concrete Pipe	2600	Fair	Mutliple instances of encrustation deposits throughout pipe length.
STMH2 - STMH1	300	90	Reinforced Concrete Pipe	2500	Fair	Encrustations found, survey not completed due to pipe blockage.
CB28 - CB29	300	12	Reinforced Concrete Pipe	3123	Fair	Multiple Cracks 4-8m from CB29.
STMH13 - STMH14	600	60	Corrugated Metal Pipe	0	Good	No noted deficiencies.
STMH14 - STMH15	600	125	Corrugated Metal Pipe	4121	Poor	Sagging pipe 4m from STMH15, fine ingress deopsits.
STMH15 - STMH16	600	140	Corrugated Metal Pipe	5123	Severe	Deformed at manhole entrance, multiple instances of deposited ingress gravel.
STMH16 - STMH17	600	130	Corrugated Metal Pipe	4200	Severe	Sagging in pipe and instances of mud debris.
STMH17 - STMH18	600	125	Corrugated Metal Pipe	2200	Good	Multiple instances of ingress gravel deposits near openings to both STMH 17 and STMH18.

Table 8 - Stormwater Catch Basin-Manhole Connection Assessment Results

Pipe Identity	Diameter	Length	Material	Quick Rating	Condition Category	Key Observations
CB1 - STMH1	N/A	2	Reinforced Concrete Pipe	2100	Good	Encrustation found 2m from STMH1.
CB2 - STMH1	N/A	15	Reinforced Concrete Pipe	2100	Good	Encrustation found 12m from STMH2.
CB3 - STMH1	250	N/A	Reinforced Concrete Pipe	4122	Poor	Deposit virtually completely blocking pipe.

Pipe Identity	Diameter	Length	Material	Quick Rating	Condition Category	Key Observations
CB4 - STMH3	250	9	Reinforced Concrete Pipe	2200	Good	Joint offset at 7m from STMH3 and fine deposits settled.
CB5 - STMH3	450	13	Reinforced Concrete Pipe	0	Good	No noted deformities.
CB6 - STMH4	200	N/A	Reinforced Concrete Pipe	5131	Severe	Broken soil visible at 18m from STMH4 and settled fine deposits noted throughout pipe length.
CB7 - STMH4	200	8	Reinforced Concrete Pipe	0	Good	No noted deformities.
CB8 - STMH4	200	11	Reinforced Concrete Pipe	0	Good	No noted deformities.
CB9 - STMH5	200	21	Reinforced Concrete Pipe	2300	Good	Roots seen in pipe and cracks found 11-15m from STMH5.
CB10 - STMH5	200	11	Reinforced Concrete Pipe	4131	Poor	Multiple cracks noted 3-10m from opening to STMH5.
CB11 - STMH5	200	24	Reinforced Concrete Pipe	4100	Poor	Joint offset leading into STMH5.
CB12 - STMH5	200	9	PVC	0	Good	No noted deformities.
CB13 - STMH6	200	24	Reinforced Concrete Pipe	0	Good	No noted deformities.
CB14 - STMH6	200	17	Reinforced Concrete Pipe	0	Good	No noted deformities.
CB15 - STMH6	200	12	Reinforced Concrete Pipe	5100	Severe	Camera underwater near opening to manhole, either due to sag or debris.
CB16 - STMH7	200	11	Reinforced Concrete Pipe	0	Good	No noted deformities.
CB17 - STMH8	150	N/A	Reinforced Concrete Pipe	0	Good	CCTV unit could not make turn in pipe.
CB18 - STMH8	200	8	PVC	0	Good	No noted deformities.
CB19 - STMH8	200	4	PVC	0	Good	No noted deformities.
CB21 - STMH10	200	N/A	Reinforced Concrete Pipe	2100	Good	Multiple instances of deposited settlement noted.
CB22 - STMH10	250	N/A	Reinforced Concrete Pipe	N/A	N/A	No data available.
CB23 - STMH10	250	15	Reinforced Concrete Pipe	0	Good	No data available.
CB24 - STMH12	200	6	Reinforced Concrete Pipe	2100	Good	Mild deposits seen near opening to CB24.
CB25 - STMH13	250	31	Reinforced Concrete Pipe	2200	Good	Multiple instances of deposited settlement noted.
CB26 - STMH13	250	15	Reinforced Concrete Pipe	4100	Poor	Camera underwater near opening to manhole, either due to sag or debris.
CB27 - STMH14	250	6	Reinforced Concrete Pipe	0	Good	No noted deformities.
CB28 - CB29	200	11	PVC	3123	Fair	Multiple cracks noted 4-9m from opening to CB29.
CB29 - STMH19	250	37	PVC	0	Good	No data available.

2.2.3 Stormwater Sewer System Maintenance Strategy

Many of the repair and maintenance strategies for the Town's sanitary sewer system could be appropriate to fix similar issues noted throughout the stormwater piping system as well. Instances of sags, severe deformation, and fractures may similarly require pipe lining, spot replacement, or the complete replacement of pipe segments. Inspection programs and O&M remediation practices are recommended to ensure optimizing the service life of the pipes within the system.

2.3 Water Distribution System

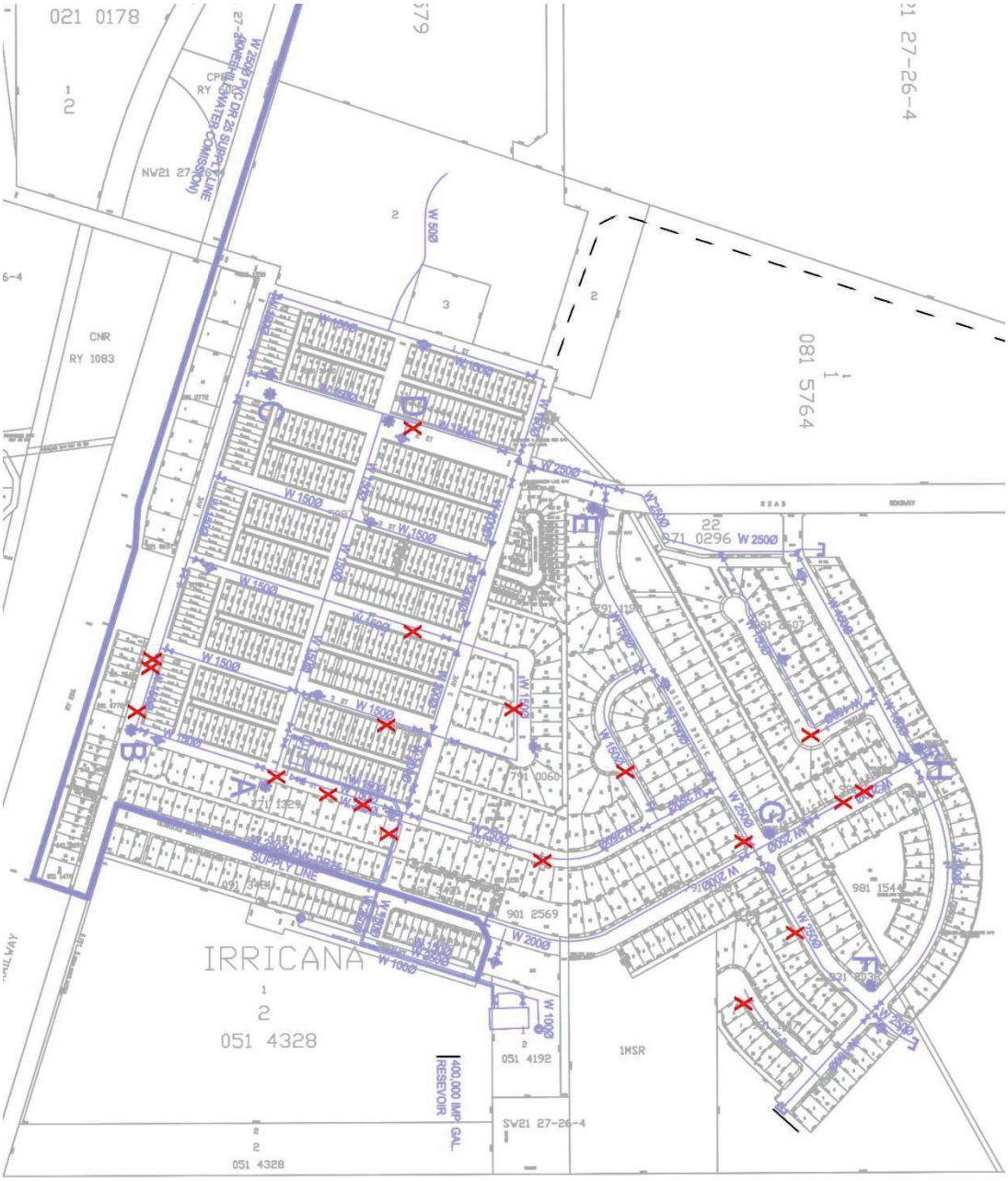
The entire water distribution system piping network for the Town consists of approximately 7km of water pipe, as well as 50 valves, 16 hydrants, and 11 reducers, all of varying diameters complicit with the layout shown in Figure 3. The pipes found within the main distribution system range from 150mm to 250mm. The pipe material found was a combination of asbestos, and PVC, as seen in Table 9.

Table 9 – Water Distribution Piping Material

Diameter (mm)	**Total Pipe Length (m) – By Material**		
	Asbestos Cement Pipe (AC)	Polyvinyl Chloride (PVC)	Total
150	3205	2300	5505
200	0	560	560
250	170	1045	1215
Total	3375	3905	7280

As previously mentioned, during the initial repair project of the sanitary sewer system in 2021, consistent and severe issues with the water distribution system were observed. In replacing the sanitary system in these excavated areas, it was found that the water distribution system needed to be replaced virtually the same length as the compromised sanitary system. Archived data provided by the Town shows the approximate locations of previous water main breaks, indicated with red X's as shown in Figure 4.

Figure 4 – Water Distribution System Infrastructure with Archived Main Breaks

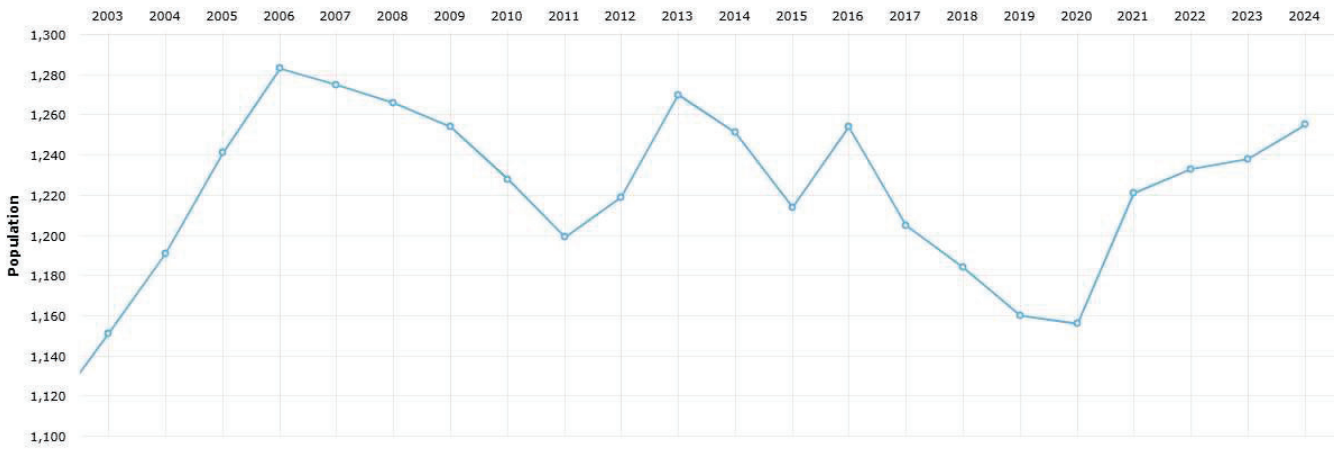


Video inspection or sonar inspection of the water system is too costly for the confines of the budget required for this reporting, as such a desk top study was executed of the water system. Based on the observed issues with the water line near the replaced sanitary line in 2021, the rating of the water system has been informed by the severity of the rating for the sanitary sewer system. In addition to the status of the sanitary line nearby, historical breaks, historical repairs, and road conditions were added considerations to the rating of the water system. Note that the water system breaks shown in Figure 4 did not have a general timeframe to accompany them, just general locations of the breaks.

In 2010, the infrastructure of the Town of Irricana was subjected to a study, part of which involved the extensive study of the town's waterworks. The study involved discussing the current layout of the system, water consumption and projected demands, water supply and storage, water distribution system layout, and future development considerations. At the time of the report's issuance, Irricana had a population of approximately 1228 people, with maximum daily water volume allowed for the Town to grow at 561.3m^3/day in 2009, 1278.7m^3/day in 2019, and 2056.3m^3/day in 2034, with a maximum stipulated rate of supply for the Town at 1800m^3/day. According to the study, the rate of supply was recommended to be renegotiated when the Town's maximum day demand exceeds the maximum supply rate, and approval for an increased daily water supply rate will be required when the Town's population is 2600.

Since this study took place in 2010, the Town's population has seen varying periods of population growth and decay, but none so significant as to warrant concern regarding changes to maximum supply rates. In 2024, Irricana had a recorded population of 1255, noting a 2.2% population increase in 14 years. The Town's civil infrastructure appears largely unchanged since the time of this initial study as well. It is considered a reasonable assumption that replacing the old water distribution network components with components of the same size should be sufficient in meeting the current day water demands of the Town. Any changes to the water distribution system piping dimensions, as well as changes to all other components of Irricana's various infrastructural systems, should be reviewed and approved by the Town before implementation.

Figure 5 – Irricana Population 2003-2024



https://regionaldashboard.alberta.ca/region/irricana/population/#/?from=2020&to=2024 Town of Irricana population

2.4 Road Asset Management

The section reviews the road infrastructure within the Town. A site inspection was conducted in 2025 by Allnorth, and the images were reviewed by the engineering team to apply a rating system and rehabilitation plan. Overall, the road system was in generally good condition meaning most of the rehabilitation is focused in areas where the underground infrastructure requires significant rehabilitation.

2.4.1 Road System Inventory Assessment

A complete visual assessment of the roadways, sidewalks, curbs/gutters, and lanes within the project scope took place in May 2025. There was no destructive testing, coring, or non-destructive testing performed during the assessment and the data recovered is based solely on a visual inspection. The roads investigated during the walkthroughs were examined and the following deficiencies would be noted if encountered:

- ✓ Crack in the sidewalk.
- ✓ Longitudinal Cracking.
- ✓ Crack in the curb or gutter.
- ✓ Ravelling.
- ✓ Pothole.
- ✓ Alligator Crack.
- ✓ Loose Aggregate.
- ✓ Depression.
- ✓ Edge Crack.
- ✓ Transverse Crack.

Each of the deficiencies noted throughout the assessment were photographed, assessed, and given a grade rating on a scale of 1 to 5 as seen in Table 10. The grading was used as an efficient way to communicate the observed deficiencies severity.

Table 10 - Road Failure Severity Grading System

Road Failure Severity Grade	Description
5	Very High
4	High
3	Moderate
2	Low
1	Very Low

2.4.2 Road System Investigation

Each of the deficiencies observed were sorted into a database that denoted the street they were found on, the surface type, the number of failures reported, and the average failure grade. The exact locations of each deficiency were not recovered during the initial field investigation,The data can be seen in Tables 11-13, which assess the condition of the surfaces on each street.

Table 11 - Irricana Asphalt Surface Failure Grading

Street	Surface Type	# of Failures Reported	Average Failure Grade
1st Avenue	Asphalt	50	2.0
1st Street	Asphalt	33	1.7
2nd Avenue	Asphalt	39	2.0
2nd Street	Asphalt	49	1.8
3rd Avenue	Asphalt	39	1.6
3rd Street	Asphalt	24	1.7
4th Street	Asphalt	15	1.4
5th Street	Asphalt	13	2.0
6th Street	Asphalt	28	1.5
Booth Crescent	Asphalt	16	1.5
Gib Bell Close	Asphalt	12	1.6
Hay Place	Asphalt	8	2.0
Hendricks Drive	Asphalt	46	2.0
Lane 17	Asphalt	4	1.3
Madison Drive	Asphalt	18	1.6
McCulloch Crescent	Asphalt	12	2.3
Pioneer Drive	Asphalt	19	2.2

Table 12 - Irricana Gravel Surface Failure Grading

Street	Surface Type	# of Failures Reported	Average Failure Grade
Hendricks Drive	Gravel	2	3
Lane 1	Gravel	1	2
Lane 2	Gravel	1	2
Lane 3	Gravel	1	2
Lane 4	Gravel	1	2
Lane 5	Gravel	1	2
Lane 7	Gravel	1	3
Lane 8	Gravel	1	4
Lane 9	Gravel	2	2
Lane 10	Gravel	1	1
Lane 11	Gravel	1	2
Lane 12	Gravel	1	2
Lane 13	Gravel	1	2
Lane 14	Gravel	1	1
Lane 15	Gravel	1	1
Lane 16	Gravel	1	2

Table 13 - Irricana Sidewalk/Curb & Gutter Surface Failure Grading

Street	Surface Type	# of Failures Reported	Average Failure Grade
1st Avenue	Sidewalk/Curb & Gutter	16	2.1
1st Street	Sidewalk/Curb & Gutter	11	1.2
2nd Avenue	Sidewalk/Curb & Gutter	17	1.6
2nd Street	Sidewalk/Curb & Gutter	27	2.1
3rd Avenue	Sidewalk/Curb & Gutter	20	1.4
3rd Street	Sidewalk/Curb & Gutter	13	1.5
4th Street	Sidewalk/Curb & Gutter	13	1.6
5th Street	Sidewalk/Curb & Gutter	6	1.3
6th Street	Sidewalk/Curb & Gutter	24	2.0
Booth Crescent	Sidewalk/Curb & Gutter	14	2.3
Gib Bell Close	Sidewalk/Curb & Gutter	9	1.3
Hay Place	Sidewalk/Curb & Gutter	4	1.3
Hendricks Drive	Sidewalk/Curb & Gutter	26	1.8
Lane 17	Sidewalk/Curb & Gutter	4	1.0
Madison Drive	Sidewalk/Curb & Gutter	43	1.7
McCulloch Crescent	Sidewalk/Curb & Gutter	9	1.3
Pioneer Drive	Sidewalk/Curb & Gutter	38	1.8

The majority of the asphalt, gravel, and sidewalks found throughout Irricana appear in good working order, as most sections of the Town's roadways hold an average failure rating between 1-2.5, indicating low-to-very low severity. Of the failures noted, transverse/longitudinal cracking were the most common, with much of the noted longitudinal cracking seen in the center of the roadways, indicating possible cold joints and not an immediate concern. Cracks were the most common issue observed throughout the sidewalks, curb and gutters, and did not present any major concerns when compared to other infrastructure systems within the infrastructural management plan. Some potholes were observed throughout the gravel lanes which are not of immediate concern.

The road in which each of the deficiencies was discovered was noted, however their exact locations were not included as part of the field investigation. Generally speaking, areas in which the road conditions throughout the town were less than adequate often resulted in deficiencies noted in the sidewalk/curb system.

2.4.3 Road System General Maintenance Recommendations

Due to the extent of the repairs to the piping infrastructure that are to be seen throughout the duration of the Town's infrastructure plan, much of the asphalt that currently exists throughout the Town will have to be replaced. The repair of the piping infrastructure generally takes precedent over the road systems within this plan, thus the scheduling of any repairs to the asphalt found within the town's infrastructure system should coincide with the repairs to the piping infrastructure found underneath it.

As seen in Tables 12 and 13, the failures found within the lanes, sidewalk, curb, and gutter throughout the Town are of low consequence, with Lane 8 having one instance of a failure with a grade of 4, and Booth Crescent having the highest average sidewalk failure grade of 2.3/5. Areas in which there were deficiencies noted throughout the asphalt also tended to have more problems noted within its sidewalk system as well. Considering that modifications to the piping infrastructure under the streets may cause damages to the adjacent sidewalks and curbs as a result, it is recommended that repairs to the sidewalk, curb, and gutter should be considered in any given road section while the underlying piping is being repaired and the asphalt is being replaced. As the failures noted often do not encompass the entire length of sidewalk or curb, Allnorth recommends that repairs to these surfaces should focus on repairing the sections of failure and not the entire length of sidewalk itself.

Repairs to the gravel seen in the lanes should be considered on an as needed basis, as these areas are of generally low traffic volume and speed, and the failures seen within them present no immediate safety concerns or predicted vehicle damages.

2.5 Municipal & Library Building Assessment

As part of the 10-year capital management plan, Allnorth was also required to perform a full investigation of the Irricana Rural Municipal Library (addressed throughout this report simply as "the library") and the Irricana Centennial Center (addressed throughout this report simply as "the municipal building"). Note that Allnorth was previously asked to perform building assessments on Irricana's community hall, recreation center, and public works building, however their investigations and rectifications are not included as part of this capital management plan. For ease of reference, the written reports for these inspections can be found in Appendix C.

2.5.1 Building Inventory Assessment

The Irricana Rural Municipal Library (addressed throughout the remainder of the report as "the library") was constructed in 1985. It is an approximately 3200ft^2 one-story building with a concrete masonry unit (CMU) envelope built on top of a concrete foundation. The interior is comprised of carpet floors and finished walls with completed drywall ceiling, and a roof consisting of metal decking supported by 2x6in trusses. The mechanical systems servicing the building consist of HVAC, plumbing, and natural gas piping infrastructure. No drawings of the building were provided by the client during the inspection process.

The Irricana Centennial Centre (addressed throughout the remainder of this report as "the municipal building") was constructed in 1929 and has two stories above ground, with a smaller square foot underground basement. Both the basement section and the ground level of the building are believed to be supported by strip footings with slab-on-grade flooring. The basement interior walls appear to be solid concrete, with the exterior walls appearing to be made of solid masonry, and the interior walls are drywall finished. The second level flooring is comprised of dimensional lumber spanning between exterior walls with several interior load bearing walls and/or beams. There are two doors on the second floor leading to the exterior of the building, with two corresponding staircases that lead to the ground below. The roof consists of a 600ft^2 flat section of a Styrene-Butadiene-Styrene (SBS) membrane that transitions to sloped sections covered with asphalt shingles that go down to the eaves. The building's mechanical infrastructure is comprised of HVAC, plumbing, and natural gas network similarly found in the library.

2.5.2 Building Investigations

A complete visual inspection of the library and municipal building took place in August 2025. The inspection contained no destructive testing, coring, or non-destructive testing, and the data recovered is based solely on a visual inspection. The building elements observed during the inspection include viewable structural and architectural components, as well as the mechanical and electrical equipment. The roof of both buildings was assessed by an additional subcontractor.

As the assessments of the library and municipal building were performed, building elements were assigned an overall condition rating by the on-site inspector. This rating is meant to serve as an efficient means of quantifying the current state of any given building element and the length of its service life remaining. The condition of each of the building elements analyzed by the on-site inspector was given a rating of 1 to 6, which corresponds to the comments seen in Table 14:

Table 14 4- Building Asset Condition Rating Rubric

Condition Rating	Service Life Remaining	Performance
1 (Critical)	Less than 1 Year	Unsafe, high risk of injury of critical system failure.
2 (Poor)	1 to 3 Years	Does not meet requirements, has significant deficiencies. May have high operating/maintenance costs.

3 (Marginal)	3 to 5 Years	Meets minimum requirements, has significant deficiencies. May have above average operating costs.
4 (Acceptable)	5 to 10 Years	Meets present requirements, minor deficiencies. Average operating/maintenance costs.
5 (Good)	10 to 15 Years	Meets all present requirements. No deficiencies.
6 (Excellent)	Over 15 Years	As new/state of the art, meets present and foreseeable requirements.

After the field investigations had taken place, the condition ratings noted throughout the buildings were assessed and the repairs that were recommended based on this grading can be seen in Tables 15 and 16. Allnorth retained Goodmen Roofing to perform the roof inspection and so recommendations for the roof repairs were based on their observation report as opposed to Allnorth's condition rating system.

Table 15 - Noted Deficiencies of Library Investigation

Structural Assessment	✓ No maintenance work recommended by the site inspector at this time.
Architectural Assessment	✓ Investigate/rectify paint peeling above emergency sign by utility door.
Roof Assessment	✓ Removal of snowguard, fixing foam enclosures, re-torquing existing fasteners and existing old ones. ✓ Removal of snowguard, fixing foam enclosures, re-torquing existing fasteners and existing old ones.
Mechanical Assessment	✓ No maintenance work recommended by the site inspector at this time.
Electrical Assessment	✓ No maintenance work recommended by the site inspector at this time

Table 16 - Noted Deficiencies of Municipal Building Investigation

Structural Assessment	✓ Repairing damages to concrete basement walls, slab-on-grade floor basement staircase wall. ✓ Replacement of both outside staircases to second floor with new braced posts.
Architectural Assessment	✓ No maintenance work recommended by the site inspector at this time.
Roof Assessment	✓ Installing gum box, installing fasteners where missing, and re-torquing existing ones. ✓ Installing 4% slope package on existing roof membrane
Mechanical Assessment	✓ No maintenance work recommended by the site inspector at this time.
Electrical Assessment	✓ No maintenance work recommended by the site inspector at this time.

2.5.3 Building Maintenance Strategy

Refer to Table 17 for cost estimates for the repair of the deficiencies found throughout the library and municipal building. Compared to many of the other repairs that will occur as part of the Infrastructural capital management plan, the ones recommended for the library and municipal building are inexpensive and small in scope. However, it is in the interest of public safety that these repairs be performed as early as 2026 in the capital management plan, with the repairs to the outside staircases and the basement areas of the municipal building being of considerable importance.

Table 17 - Cost Breakdown of Building Maintenance as Part of Allnorth's Proposed Capital Management Plan

Building	Assessment	Proposed Deficiency Remedy	Estimated Cost ($CAD)
Library	Architectural	Investigate/rectify paint peeling above emergency sign by utility door.	800.00
	Roof	Removal of snowguard, fixing foam enclosures, re-torquing existing fasteners and existing old ones.	4,250.00
	Sub-Total		**$5,050.00**
Municipal Building	Structural	Repairing damages to concrete basement walls, slab-on-grade floor basement staircase wall.	10,000.00
	Structural	Replacement of both outside staircases to second floor with new braced posts.	7,500.00
	Roof	Installing gum box, installing fasteners where missing, and re-torquing existing ones	1,950.00
	Sub-Total		**$19,450.00**
Total			**$24,500.00**

The roofing contractor provided alternative options for roof repairs of both the library and municipal building, valued at $29,000 (Library) and $28,400 (Municipal Building). For the library, it was proposed to replace the metal panels on the roof with sheathing and asphalt shingles to mitigate future maintenance that the metal shingles may require. For the municipal building roof, it is recommended to install a 4% slope package with Isogard HD board and a charcoal cap to alleviate the ponding observed. Given that the current roofs are in generally good condition and the increase in price that would come with these changes, Allnorth currently recommends moving these changes further into the capital management plan and increase regular maintenance to ensure the longevity of the roofs.

3 Infrastructure Systems Rehabilitation Plan

Allnorth recommends that the Town's rehabilitation plan be broken into two 5-year halves, with the east (named streets) and west (numbered streets) sections of town looked at differently. The west side of town appears to have an older infrastructure network, based on archived watermain breaks, the presence of asbestos cement pipes in the water distribution system, and the numerous issues noted throughout the sanitary sewer system in this section. The east side of town exhibits much less frequent water main breaks and a less convoluted stormwater sewer system, and no investigation of the sanitary sewer system east of 3rd Avenue conducted. It is recommended that a full CCTV investigation into the sanitary sewer system of the east side of town be performed, and a thorough understanding of the conditions of the system be gathered prior to construction on the western side of town occurring.

The 5-year plan for the west side of town was primarily informed by the conditions observed in the sanitary sewer system from the 2021 investigation in tandem with the archived breaks in the water distribution network. Without knowledge of the sanitary sewer infrastructure locations and condition on the east side of town, determining a maintenance strategy for the region is difficult. The extent of the repairs for all infrastructure systems found here should be known prior to construction in the interest of optimizing the amount of trenching, mobilization/demobilization costs, and the overall asphalt volumes. Estimates are provided for years 6-10 of the 10-year plan based on replacing the entirety of the infrastructure systems of the east side of town. Base assumption is the existence of a network of 200mm vitrified clay pipe 4-4.5m in the ground that will be replaced with 200mm PVC pipe, with a 5A manhole on every street.

The capital costs are formatted in that the first 5-years of the 10-year infrastructural capital management plan pertain to the repairing of the west side of town where the numbered streets are, and years 6-10 are focused on the east side of town, or the named streets The primary output of the different infrastructure assessments shows that the condition of the sanitary sewer and water distribution system will be the governing factor(s) in determining the scheduling of rehabilitation and repairs.

In the interest of ensuring construction optimization, cost estimates provided throughout the infrastructural plan consider complete replacement of the roads and piping infrastructure found within them. A considerable portion of the town's infrastructure system was investigated either quite some time agoor not at all. The cost estimates provided were based on complete road and infrastructure replacement as a means of accounting for the uncertainty of the current day condition of these systems. Alternative repair options, such as spot repairing, liners, and other methods of trenchless repairs for any given infrastructural component may be considered more appropriate and should be implemented if deemed more appropriate at the time of construction. See attached Tables 18-27 providing a recommended year-to-year strategy for the entirety of the maintenance plan, complete with cost estimates.

As with the costing estimates found throughout this report, the 10-year plan is meant to be used as a planning tool and does not need to be strictly followed if it is deemed inappropriate to do so. Actual implementation timelines may be extended based on funding availability and council direction.

Table 18 - 2026 Infrastructural Rehabilitation Plan

2026											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
6th St	2nd Ave	3rd Ave	Replace existing sewer pipe sections with PVC of same size and new 5A manholes.	$71,618	N/A	N/A	Replace existing water distribution pipe, valves, reducers, and hydrants and replace with PVC of same size and valve.	$110,715	Replace entire road section with new asphalt and associated aggregates.	$175,825	$358,158
2nd St	2nd Ave	3rd Ave	Replace existing sewer pipe sections with PVC of same size and new 5A manholes.	$91,508	Replace existing stormpipe with new concrete one of same size and same manholes.	$ 222,235	Replace existing water distribution pipe, valve, and hydrant with PVC of same size.	$82,447	Replace entire road section with new asphalt and associated aggregates.	$444,190	$840,380
										Total	$1,198,538
										+Engineering (10%)	$1,318,391
										+ Contingency (30%)	**$1,713,909**

Table 19 - 2027 Infrastructural Rehabilitation Plan

2027											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
1st St	1 Ave	2 Ave	Replace existing sewer pipe sections with PVC of same size and new 5A manholes.	$82,437	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$69,914	Replace entire road section with new asphalt and associated aggregates.	$185,079	$337,430
2nd St	3rd Ave SW	Madison Drive	Replace existing sewer pipe sections with PVC of same size and new 5A manholes.	$41,689	Replace existing storm pipe with new concrete one of same size and same manholes.	$160,305	Replace existing water distribution pipe, valve, and reducer with PVC of same size.	$68,918	Replace entire road section with new asphalt and associated aggregates.	$169,837	$440,749
1st Ave	Manhole 49	Manhole 60	N/A	N/A	Replace existing storm pipe with new concrete one of same size and same manholes.	$383,595	N/A	N/A	Replace entire road section with new asphalt and associated aggregates.	$344,029	$727,984
										Total	$1,506,163
										+Inflation (3%)	$1,551,348
										+Engineering (10%)	$1,656,780
										+ Contingency (+30%)	**$2,153,814**

Table 20 5- 2028 Infrastructural Rehabilitation Plan

2028											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
1st Ave	3 St	4 St	Replace existing sewer pipe sections with PVC of same size.	$30,870	N/A	N/A	Replace existing water distribution pipe with PVC of same size.	$41,475	Replace entire road section with new asphalt and associated aggregates.	$91,451	$163,796
	4 St	5 St	Replace existing sewer pipe sections with PVC of same size.	$34,965	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$44,239	Replace entire road section with new asphalt and associated aggregates.	$91,451	$170,655
	5 St	6 St	Replace existing sewer pipe sections with PVC of same size.	$30,870	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$44,239	Replace entire road section with new asphalt and associated aggregates.	$91,451	$166,560
4th St	1 Ave	2 Ave	Replace existing sewer pipe sections with PVC of same size and new 5A manholes.	$107,427	N/A	N/A	Replace existing water distribution pipe, valve, and hydrant with PVC of same size.	$82,447	Replace entire road section with new asphalt and associated aggregates.	$175,825	$365,699
	2 Ave	3 Ave	Replace existing sewer pipe sections with PVC of same size and new 5A manholes.	$35,809	Replace existing storm pipe with new 375mm concrete one and 5A manholes.	$19,150	Replace existing water distribution pipe and valve with PVC of same size.	$69,914	Replace entire road section with new asphalt and associated aggregates.	$175,825	$300,698
										Total	$1,167,408
										+Inflation (3%)	$1,238,503
										+Engineering (10%)	$1,284,148
										+ Contingency (+30%)	**$1,669,393**

Table 21 - 2029 Infrastructural Rehabilitation Plan

2029											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
1 Ave	2 St	3 St	N/A	N/A	Replace existing stormpipe with new concrete one of same size and same manholes.	$40,215	Replace existing water distribution pipe and valve with PVC of same size.	$44,239	Replace entire road section with new asphalt and associated aggregates.	$91,451	$175,905
3 St	1 Ave	2 Ave	Replace existing sewer pipe sections and manholes with PVC of same size.	$96,196	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$69,914	Replace entire road section with new asphalt and associated aggregates.	$175,825	$341,935
	2 Ave	3 Ave SW	Replace existing sewer pipe sections and manholes with PVC of same size.	$71,618	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$82,447	Replace entire road section with new asphalt and associated aggregates.	$175,825	$329,890
2 Ave	1 St	2 St	Replace existing sewer pipe sections and manholes with PVC of same size.	$34,965	N/A	N/A	N/A	N/A	Replace entire road section with new asphalt and associated aggregates.	$91,451	$126,416
	2 St	3 St	Replace existing sewer pipe sections with PVC of same size.	$30,870	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$29,505	Replace entire road section with new asphalt and associated aggregates.	$91,451	$151,826
										Total	$1,125,972
										+Inflation (3%)	$1,230,379
										+Engineering (10%)	$1,238,569
										+ Contingency (+30%)	**$1,610,139**

Table 22 - 2030 Infrastructural Rehabilitation Plan

2030											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
5th St	1 Ave	2 Ave	Replace existing sewer pipe sections and manholes with PVC of same size.	$82,437	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$72,678	Replace entire road section with new asphalt and associated aggregates.	$175,825	$330,940
	2 Ave	3 Ave	Replace existing sewer pipe sections and manholes with PVC of same size.	$71,618	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$85,211	Replace entire road section with new asphalt and associated aggregates.	$175,825	$332,654
Booth Crescent	3rd Ave	3rd Ave	Replace existing sewer pipe sections and manholes with PVC of same size.	$103,958	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$98,247	Replace entire road section with new asphalt and associated aggregates.	$304,836	$507,041
										Total	$1,173,435
										+Inflation (3%)	$1,320,711
										+Engineering (10%)	$1,290,779
										+ Contingency (+30%)	**$1,678,012**

Table 23 - 2031 Infrastructural Rehabilitation Plan

2031											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
2 St	Madison Drive	Pioneer Drive	N/A	N/A	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$15,918	Replace entire road section with new asphalt and associated aggregates.	$171,470	$187,388
6 St	3 Ave	McCulloch Crescent	Replace existing sewer pipe sections and manholes with PVC of same size.	$99,019	N/A	N/A	Replace existing water distribution pipe and valves with PVC of same size.	$110,536	Replace entire road section with new asphalt and associated aggregates.	$310,280	$519,835
	McCulloch Crescent	Madison Drive	Replace existing sewer pipe sections and manholes with PVC of same size.	$37,279	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$35,288	Replace entire road section with new asphalt and associated aggregates.	$93,084	$165,651
Gib Bell Close	Entire road section		Replace existing sewer pipe sections and manholes with PVC of same size.	$76,440	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$121,947	Replace entire road section with new asphalt and associated aggregates.	$297,215	$495,602
										Total	$1,368,476
										+Inflation (3%)	$1,586,438
										+Engineering (10%)	$1,745,082
										+ Contingency (+30%)	**$2,268,607**

Table 24 - 2032 Infrastructural Rehabilitation Plan

2032											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
Henricks Drive	3rd Ave	Cemetery Rd	Replace existing sewer pipe sections and manholes with PVC of same size.	$77,557	N/A	N/A	Replace existing water distribution pipe, valve, and hydrant with PVC of same size.	$28,054	Replace entire road section with new asphalt and associated aggregates.	$308,919	$414,530
	Cemetery Rd	Madison Dr	Replace existing sewer pipe sections and manholes with PVC of same size.	$81,379	N/A	N/A	Replace existing water distribution pipe and valve with PVC of same size.	$70,204	Replace entire road section with new asphalt and associated aggregates.	$313,546	$465,129
	Madison Dr	Pioneer Dr	Replace existing sewer pipe sections and manholes with PVC of same size.	$69,619	N/A	N/A	Replace existing water distribution pipe, valves, and reducers with PVC of same size.	$65,946	Replace entire road section with new asphalt and associated aggregates.	$261,288	$396,853
										Total	$1,276,511
										+Inflation (3%)	$1,524,221
										+Engineering (10%)	$1,676,643
										+ Contingency (+30%)	**$2,529,110**

Table 25 - 2033 Infrastructural Rehabilitation Plan

2033											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
Madison Drive	2nd St	McCulloch Cres	Replace existing sewer pipe sections and manholes with PVC of same size.	$69,619	Replace existing stormpipe with new concrete one of same size and same manholes.	$78,150	Replace existing water distribution pipe, valve, and hydrant with PVC of same size.	$94,297	Replace entire road section with new asphalt and associated aggregates.	$250,401	$492,467
	McCulloch Cres	6th St	Replace existing sewer pipe sections and manholes with PVC of same size.	$56,389	N/A	N/A	Replace existing water distribution pipe, valves, and hydrant with PVC of same size.	$79,286	Replace entire road section with new asphalt and associated aggregates.	$194,061	$329,736
	Henricks Dr	Pioneer Dr	Replace existing sewer pipe sections and manholes with PVC of same size.	$38,749	N/A	N/A	Replace existing water distribution pipe, valve, and hydrants with PVC of same size.	$205,320	Replace entire road section with new asphalt and associated aggregates.	$118,940	$363,009
Hay Place	Entire road section		Replace existing sewer pipe sections and manholes with PVC of same size.	$41,160	N/A	N/A	Replace existing water distribution pipes with PVC of same size.	$59,250	Replace entire road section with new asphalt and associated aggregates.	$152,418	$252,828
										Total	$1,438,040
										+Inflation (3%)	$1,768,608
										+Engineering (10%)	$1,945,469
										+ Contingency (+30%)	**$2,529,110**

Table 26 - 2034 Infrastructural Rehabilitation Plan

2034											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
Manor Rd	Entire Road Section		Replace existing sewer pipe sections and manholes with PVC of same size.	$49,039	N/A	N/A	N/A	N/A	Replace entire road section with new asphalt and associated aggregates.	$134,454	$183,493
McCulloch Cres	Madison Dr	6 St	Replace existing sewer pipe sections and manholes with PVC of same size.	$78,439	N/A	N/A	Replace existing water distribution pipe and valves with PVC of same size.	$91,640	Replace entire road section with new asphalt and associated aggregates.	$237,881	$407,960
Pioneer Dr	Henricks Dr	Madison Dr	Replace existing sewer pipe sections and manholes with PVC of same size.	$92,610	N/A	N/A	Replace existing water distribution pipe, valve, and hydrant with PVC of same size.	$129,953	Replace entire road section with new asphalt and associated aggregates.	$411,529	$634,092
										Total	$1,225,545
										+Inflation (3%)	$1,552,484
										+Engineering (10%)	$1,707,732
										+ Contingency (+30%)	**$2,220,052**

Table 27 - 2035 Infrastructural Rehabilitation Plan

2035											
Road Section			**Sewer**		**Storm**		**Water**		**Road**		**Total Section Cost**
Street	From	To	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	Action	Associated Costs	
Pioneer Dr	2nd St	Gib Bell Close	Replace existing sewer pipe sections and manholes with PVC of same size.	$74,970	N/A	N/A	Replace existing water distribution pipe, valves, and hydrant with PVC of same size.	$114,048	Replace entire road section with new asphalt and associated aggregates.	$319,261	$508,279
	Gib Bell Close	Henricks Dr	Replace existing sewer pipe sections and manholes with PVC of same size.	$26,460	N/A	N/A	Replace existing water distribution pipe, valve, and hydrant with PVC of same size.	$50,847	Replace entire road section with new asphalt and associated aggregates.	$112,680	$189,987
	Madison Dr	End of Pioneer Dr	Replace existing sewer pipe sections and manholes with PVC of same size.	$47,040	Replace existing stormpipe with new concrete one of same size and same manholes.	4368	Replace existing water distribution pipe and valve with PVC of same size.	$65,964	Replace entire road section with new asphalt and associated aggregates.	$200,321	$317,693
										Total	$1,015,960
										+Inflation (3%)	$1,325,597
										+Engineering (10%)	$1,458,156
										+ Contingency (+30%)	**$1,895,603**

4 Conclusion

Many of the costs and recommendations found through this report are budgetary in nature, as factors such as inflation and material price changes can change over time, resulting in high levels of estimation for price forecasting for the coming years. Detailed pricing near the time of execution would be required to ensure pricing validity.

The inspection of the infrastructure of Irricana revealed that there are significant deficiencies throughout the sanitary sewer, stormwater sewer, and water distribution systems. Allnorth advises that following the scheduling noted within this report would be an effective way of improving town infrastructure based on a combination of prioritizing the repair of severely deteriorated areas while providing effective yearly budgeting.

Further, there are sizeable portions of the town's infrastructural systems that are yet to be investigated, particularly the water distribution system and the sanitary sewer system on the eastern side of Town. Allnorth strongly recommends that these areas be assessed as the infrastructural maintenance plan gets underway as to gain a better understanding of the extent of the issues in these regions, such that a schedule and yearly budget more appropriate for the current circumstances can be developed.

We trust this report satisfies your requirements at this time and we thank you for the opportunity to work with you on the project. If you have any questions or concerns, please do not hesitate to contact our office.

Yours truly,

ALLNORTH CONSULTANTS LIMITED

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Any opinions of probable cost provided in the report are based on Allnorth's experience and information available to Allnorth at the time such estimates are made. Client acknowledges that due to assumptions that must be made, Allnorth shall not be liable for the accuracy of such estimates.

Item I1

Attachment ‘B’ – Allnorth Council Presentation (November 2026)

Town of Irricana
Infrastructure Capital Management Plan

10-Year Infrastructure Renewal and Capital Investment Strategy (2027-2036)

Council Presentation
November 2026

Prepared for the Town of Irricana
Allnorth Consultants Ltd.

Welcome to Allnorth

Big enough to know ***how***,
small enough to know ***you***

- **Canadian Multidisciplinary** engineering consulting, field services, project delivery and digital solutions
- **20 offices** across North America
- **800+** Team Members
- Primary sectors served:
  - ✓ Infrastructure
  - ✓ Energy & Renewables
  - ✓ Metals & Minerals
  - ✓ Fiber & Chemicals
- Local presence with extensive **proven project experience** across North America and beyond



Methodology



- Reviewed existing asset information and historical records
- Conducted CCTV inspections and field assessments for the Sanitary and Storm Sewer Systems
- Conducted a desk top assessment of the water distribution system
- Conducted a visual inspection of the road infrastructure

- Assessed asset condition and performance
- Identified deficiencies, risks, and critical infrastructure needs
- Prioritized assets based on condition and service impact

- Developed a phased rehabilitation and replacement strategy
- Coordinated underground utility and roadway improvements
- Prepared a prioritized 10-Year Capital Plan

Underground Infrastructure Overview

Sanitary Sewer Network
Condition: Poor

Key Findings
- Several sewer segments were identified as high priority for rehabilitation
- Structural deficiencies identified through CCTV inspection
- Assets approaching end of service life

Recommended Action
- Prioritize rehabilitation of critical segments
- Continue inspections to support future planning

Stormwater Network
Condition: Fair to Poor

Key Findings
- Localized structural deficiencies identified
- Sediment accumulation and isolated failures observed
- Rehabilitation required in selected locations

Recommended Action
- Targeted rehabilitation and maintenance
- Continue monitoring to refine priorities

Water Distribution Network
Condition: Fair

Key Findings
- Aging AC watermains remain in service
- Break history indicates priority replacement areas
- Some watermains approaching end of useful life

Recommended Action
- Implement phased watermain replacement
- Coordinate upgrades with road reconstruction

Road Network Overview

Condition: Fair

Key Findings

- Roads, sidewalks, and curbs are generally in fair condition and continue to provide acceptable service levels.
- No widespread structural deficiencies requiring major rehabilitation were identified.
- Future reconstruction needs are primarily associated with underground utility replacement projects.
- Coordinating surface and underground infrastructure improvements will reduce future disruptions and construction costs.

Recommended Action

- Continue routine maintenance and monitoring.
- Coordinate roadway, sidewalk, and curb improvements with utility renewal projects.
- Prioritize reconstruction where underground infrastructure replacement is planned.

Assessment Summary

- Roads, sidewalks, and curbs are generally in serviceable condition, with future investments primarily driven by underground infrastructure renewal.



Municipal Facilities Overview

Community Hall Building (Evaluated in 2023)

Priority: Higher
Condition: Serviceable
Key Findings

- Several maintenance-related deficiencies were identified.
- Foundation wall repairs, window replacements, emergency lighting, electrical repairs.

Recommended Action

- Complete identified maintenance and repair activities.
- Incorporate future building maintenance requirements into capital planning.

Estimated Cost: $140,000.0



Recreational Center Building (evaluated in 2023)

Priority: Higher
Condition: Serviceable
Key Findings

- Several maintenance-related deficiencies were identified.
- Foundation Wall repairs, window replacements, emergency lighting repairs. Furnace room storage solutions.

Recommended Action

- Complete identified maintenance activities.
- Incorporate future building maintenance requirements into capital planning.

Estimated Cost: $519,000.0

Estimated Total Cost
$659,000

Municipal Facilities Overview

Municipal Building

Priority: Higher
Condition: Serviceable
Key Findings
- Several maintenance-related deficiencies were identified.
- Basement concrete repairs, exterior stair replacement, and roof maintenance.

Recommended Action
- Complete identified maintenance and repair activities.
- Incorporate future building maintenance requirements into capital planning.

Estimated Cost: $20,000

Library

Priority: Lower
Condition: Serviceable
Key Findings
- Minor repair and maintenance requirements were identified.
- Paint repairs and roofing maintenance.

Recommended Action
- Complete identified maintenance activities.
- Continue routine inspections and preventative maintenance.

Estimated Cost: $5,000



Estimated Total Cost
$25,000

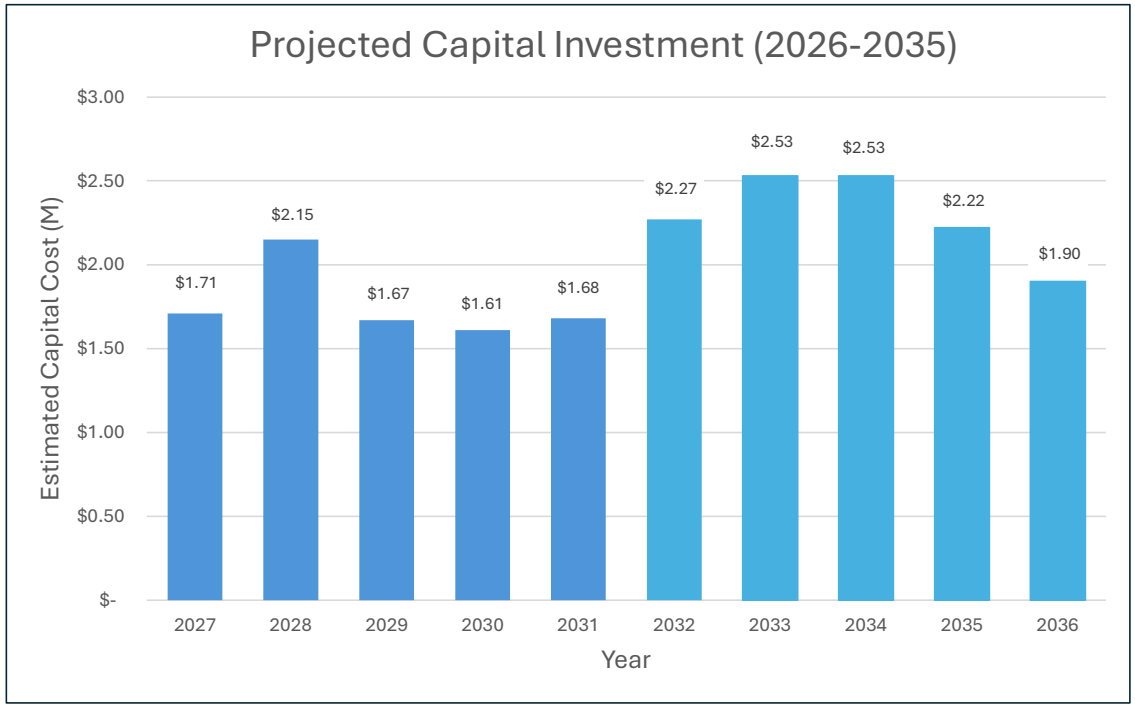
10-Year Capital Improvement Plan

Total Program Value
$20.27 Million

Phase 1 (2027-2031)
West Side / Numbered Streets
Estimated Investment: $8.82M
Key Corridors
- 6th Street (2nd Ave to 3rd Ave)
- 2nd Street (2nd Ave to 3rd Ave)

Scope
- Sanitary sewer renewal
- Watermain replacement
- Stormwater improvements
- Road reconstruction

Phase 2 (2031-2036)
East Side / Named Streets
Estimated Investment: $11.45M
Scope
- Utility renewal
- Watermain replacement
- Sewer replacement
- Road rehabilitation



Risk Management Summary

Key Risks Identified

Aging Underground Infrastructure

- Sanitary sewer, water, and stormwater systems contain assets approaching the end of their service life.
- Continued deterioration may increase the risk of service disruptions and emergency repairs.

Increasing Rehabilitation Requirements

- Deficiencies identified through inspections indicate a growing need for planned infrastructure renewal.
- Delaying rehabilitation may increase future replacement costs.

Financial Planning & Asset Sustainability

- Long-term capital planning is required to help manage infrastructure renewal costs.
- A phased approach allows the Town to balance infrastructure needs with available funding.

Recommended Risk Mitigation Measures

- Prioritize critical underground infrastructure renewal
- Coordinate utility and roadway projects
- Continue monitoring asset condition and updating priorities



Questions?

Thank You

Town of Irricana
Infrastructure Capital Management Plan

Presented by Raul Morales

November 2026