



APPENDIX B

PUBLIC CONSULTATION SURVEY QUESTIONNAIRE



Sustainable Rural Roads Master Plan - Study 2009

Dear Strathcona County Rural Resident,

The County would like your input to update the existing Rural Roads Master Plan.

As people who depend on the County's rural roads on a daily basis for business, pleasure, recreation, and other uses, the County is seeking your input on a number of key and guiding issues to review the 1995 Rural Roads Master Plan. Your involvement and input is very important to us, and is needed by September 21.

The rural road network includes the range and township (grid) roads, and roads in country residential subdivisions and rural hamlets, with various road surface types (asphalt paved, dust controlled, gravel). Maintenance and improvements to these roads are guided by the 1995 Rural Roads Master Plan. It is time to update the plan. We need to hear from you on how you view the rural roads today and what changes you may see needed in the future.

What does the Sustainable Rural Roads Master Plan study involve?

On behalf of the Strathcona County, EBA Engineering Consultants Ltd. (EBA) of Edmonton will conduct consultation with rural residents, carry out the required technical analyses, and make recommendations to update the current Rural Roads Master Plan in respect to:

- Classification criteria and road standards for the range and township (grid) roads
- Rehabilitation practices and frequencies for grid roads, country residential subdivision roads and rural hamlet roads
- Funding allocations for various program elements: maintenance, overlays, upgrading and reconstruction
- Funding allocations for various road classes
- Priorities for upgrades to Class I (paved hot mix) roads which carry high traffic volumes
- Progression of Class IV (dust suppressed) to a Class II (paved cold mix) standard
- Road safety program
- Sustainability of the County's road network from budget and environmental viewpoints.

How can YOU be involved?

1. Complete the attached questionnaire **by Monday, September 21**. Your responses will help gauge public satisfaction levels of current rural roads and guide direction of County practices for rural road maintenance and improvements.
2. Participate in open houses in mid-October. Results of this questionnaire and preliminary recommendations will be presented for further public feedback. Watch the local newspaper and the County website for details.

Further information

If you have questions about the Sustainable Rural Roads Master Plan study, or the questionnaire, please contact **Mr. Masood Hassan**, Senior Transportation Engineer, EBA Engineering Consultants Ltd. at **780-451-2130, Ext. 325**.

The project manager with Strathcona County is Mr. Richard Dekker, Engineering & Environmental Planning at 780-416-6763.

About Strathcona County rural roads

The current Rural Roads Master Plan categorizes roads into a slightly more complex system than simply gravel or paved. Here is information about the rural road classification system to help you complete the questionnaire. Photos showing these road types can be found at www.strathcona.ab.ca. Building on the Rural Road Master Plan, the County's current engineering standards define the various classes of roads as:

Class I

Description:	Hotmix asphalt surface, painted yellow centreline and painted white shoulder lines
Traffic volumes:	Typically greater than 1,000 vehicles per day, these are major rural commuter routes in the County
Examples:	Twp. Rd. 514 west of Hwy. 21, Twp. Rd. 530 east of Hwy. 21
Upgrading specs:	9.0m-wide hotmix asphalt surface; two 3.5m lanes; 1.0m shoulders; minimum 4:1 sideslope down into a 3.5m-wide ditch and up at a desired 4:1 (minimum 3:1) backslope to property line, all within a 40.0m right-of-way
Improvements status:	Network approximately 54% improved. Remainder is still in an unimproved coldmix asphalt surface, narrow width, steep ditches, and sightline limitations overtop hills. The Class I network included provincial secondary highways until 2001, at which time the Province re-acquired jurisdiction.

Class II

Description:	Coldmix asphalt surface, no painted lines
Traffic volumes:	Typically 250 to 1,000 vehicles per day
Examples:	Twp. Rd. 542, Rge. Rd. 212
Upgrading specs:	7.5m-wide coldmix asphalt surface; two 3.75m lanes; minimum 4:1 sideslope down into a 2.5m-wide ditch and up at a minimum 3:1 backslope to property line, all within a 40.0m right-of-way
Improvements status:	Network is approximately 6% improved. Remainder is still narrow width, with steep ditches, and numerous sightline limitations overtop hills. Currently re-paved on an approximate 15-year cycle to maintain the surface, which further narrows the road surface.

Class III

Description:	Gravel surface, typically dusty, dust suppressant only at residences
Traffic volumes:	Typically less than 250 vehicles per day
Examples:	Twp. Rd. 552, primary highway service roads
Upgrading specs:	7.5m-wide gravel surface; two 3.75m lanes; similar sideslope, ditch, and backslope requirements as per a Class II road, but all within a 30.0m right-of-way
Improvements status:	Network has had minor localized sightline improvements. Currently receives only re-gravelling on a seven-year cycle plus localized dust-suppressant applications to minimize dust at residences.

Class IV

Description:	Dust-suppressed gravel roads, ranges from brownish gravel to a nearly fully-bound surface resembling coldmix pavement with loose gravel at the road edges
Traffic volumes:	Typically 100 to 250 vehicles per day
Examples:	Twp. Rd. 510, Twp. Rd. 534
Upgrading specs:	7.5m-wide dust-suppressed gravel surface, with all other elements as per a Class III road
Improvements status:	Network has had minor localized sightline improvements. Currently receives dust-suppressant applications up to two times per season and re-gravelling on a seven-year cycle. (After many years of successive applications, dust suppression may skip one year if the road remains fully bound). In a fully-bound state, it can be hard to differentiate between a Class IV and Class II coldmix road.

New country residential subdivision roads

Description/specs:	Developer-constructed. 8.5m-wide hotmix asphalt surface; two 3.5m lanes; 0.75m shoulders; minimum 5:1 sideslope down into a 0.5m-wide ditch and up at a minimum 5:1 backslope to property line, all within a 30.0m right-of-way
Improvements status:	Country residential subdivision roads built between the late-'50s to the mid-'90s were constructed at a lesser standard. Receive overlays with hot mix asphalt in conjunction with base stabilization work within an annualized program cycle. No improvements in width are foreseen.
Additionally:	Rural hamlet roads vary in surface, and receive hot mix asphalt surfacing within an annualized program cycle, funded in part by a provincial grant.



Questionnaire - Sustainable Rural Roads Master Plan

The County values your participation in the Sustainable Rural Roads Master Plan - Study 2009. Please complete this questionnaire and return it by **September 21, 2009** by one of the following methods:

Online: Complete the questionnaire online at www.strathcona.ab.ca

Drop off at:

- County Hall at 2001 Sherwood Drive, Sherwood Park, either in the 24-hour drop off slot at the south door, or at Engineering & Environmental Planning's counter, 8:30 a.m. to 4:30 p.m., Monday to Friday
- Heartland Hall Contact Office, 55305 – Range Road 213, 1 p.m. to 4 p.m., Monday to Thursday
- South Cooking Lake, #2 Fire Station, 22138 South Cooking Lake Road, South Cooking Lake, in the mail slot
- Ardrossan, #3 Fire Station, 8 Main Street, Ardrossan, in the mail slot

Fax to: 780-454-5688, EBA Engineering Consultants Ltd. (24hrs)

For questions 1 to 6, on a scale of zero to 10, circle your rating of the overall state of the Strathcona County rural roads **that you use on a daily basis**. (Circle Do Not Use if you do not use the road regularly.)

1) Class I – hotmix paved roads, painted yellow centreline and white shoulder lines

(bad)	(poor)				(adequate)				(excellent)	Do Not
0	1	2	3	4	5	6	7	8	9	10
										Use

2) Class II – coldmix paved roads, no painted lines

(bad)	(poor)				(adequate)				(excellent)	Do Not
0	1	2	3	4	5	6	7	8	9	10
										Use

3) Class III – gravel roads, typically dusty with dust suppressant only at residences

(bad)	(poor)				(adequate)				(excellent)	Do Not
0	1	2	3	4	5	6	7	8	9	10
										Use

4) Class IV – dust-suppressed gravel roads, ranging from brownish gravel to a nearly fully-bound surface resembling coldmix pavement

(bad)	(poor)				(adequate)				(excellent)	Do Not
0	1	2	3	4	5	6	7	8	9	10
										Use

5) Country residential subdivision roads

(bad)	(poor)				(adequate)				(excellent)	Do Not
0	1	2	3	4	5	6	7	8	9	10
										Use

6) Rural hamlet roads

(bad)	(poor)				(adequate)				(excellent)	Do Not
0	1	2	3	4	5	6	7	8	9	10
										Use

- 7) For roads that you drive often, circle the degree of importance that should be given to each of the following in setting priorities.

Prioritization Factors	Not Important				Very Important
Amount of traffic	1	2	3	4	5
Condition of the road (e.g. bumps, cracks, potholes)	1	2	3	4	5
Number of public complaints	1	2	3	4	5
Number of traffic collisions	1	2	3	4	5
The road as a link in the overall road / highway network	1	2	3	4	5
Number of bad curves and hills	1	2	3	4	5
Road width	1	2	3	4	5
Number of accesses	1	2	3	4	5
Retaining the existing surface condition	1	2	3	4	5
Other (specify): _____	1	2	3	4	5

- 8) For roads that you drive often, circle the degree of importance that should be given to each of the following types of road improvement in rural Strathcona County.

Road Improvement Types	Not Important				Very Important
Completion of improvements to the Class I network	1	2	3	4	5
Sight lines around corners at intersections	1	2	3	4	5
Sight lines around curves	1	2	3	4	5
Sight lines overtop hills	1	2	3	4	5
Widen narrow roads carrying high traffic volumes	1	2	3	4	5
Convert gravel roads to dust-suppressed surfaces	1	2	3	4	5
Other (specify): _____	1	2	3	4	5

- 9) To help keep road budgets sustainable and reduce environmental impacts, circle the degree of importance that should be given to each of the following measures.

Budget and Environmental Sustainability Measures	Not Important				Very Important
Establish road surface type and/or width based on safety and type of use	1	2	3	4	5
Increase the recycling of existing pavements to reduce the narrowing effect of successive overlays	1	2	3	4	5
Increase spot repairs (e.g. crack filling, seal coats) rather than full road resurfacing	1	2	3	4	5
Schedule maintenance and overlay decisions based on annual road condition assessments rather than overlaying a fixed annual number of kilometres	1	2	3	4	5
Other (specify): _____	1	2	3	4	5

- 10) Circle the Electoral Ward in which you live.

Electoral Ward (Councillor)
Ward 5 (J. Fenske)
Ward 6 (A. Dunn)
Ward 7 (G. Lawrence)

11) Please use the space below to add any other comments and suggestions regarding the County's rural roads.

Thank you for your participation! Your opinions are valued.

Remember to return this survey by September 21.

The information gathered in this survey will be collated and presented as part of the public open houses in mid-October, and will be presented to County Council later in the year as a component of the final report.