



APPENDIX C

QUESTIONNAIRE SURVEY RESULTS (WITH FOIP-COMPLIANT QUESTION 11 COMMENTS)

Strathcona County Sustainable Rural Roads Master Plan Study 2009

For questions 1 to 6, on a scale of zero to 10, indicate your rating of the overall state of the Strathcona County rural roads that you use on a daily basis. (NOTE: Numbers indicating "DO NOT USE THE ROAD REGULARLY" are excluded.)

Answer Options	0 (Bad)	0 (Bad)	1 (Poor)	1 (Poor)	2	2	3	3	4	4	5 (Adequate)	5 (Adequate)	6	6	7	7	8	8	9	9	10 (Excellent)	10 (Excellent)	Response Count
1. Class I - hotmix paved roads, painted yellow centreline and white shoulder lines	4	0.6%	16	2.4%	6	0.9%	19	2.8%	36	5.4%	102	15.2%	76	11.3%	112	16.7%	144	21.5%	93	13.9%	62	9.3%	670
2. Class II - coldmix paved roads, no painted lines	17	2.4%	42	5.9%	32	4.5%	54	7.6%	81	11.4%	139	19.5%	90	12.6%	101	14.2%	81	11.4%	50	7.0%	26	3.6%	713
3. Class III - gravel roads, typically dusty with dust suppressant only at residences	16	5.1%	40	12.8%	21	6.7%	31	9.9%	45	14.4%	82	26.2%	24	7.7%	24	7.7%	20	6.4%	2	0.6%	8	2.6%	313
4. Class IV - dust-suppressed gravel roads, ranging from brownish gravel to a nearly fully-bound surface resembling coldmix pavement	25	6.8%	28	7.6%	35	9.5%	51	13.9%	61	16.6%	81	22.1%	26	7.1%	19	5.2%	20	5.4%	11	3.0%	10	2.7%	367
5. Country residential subdivision roads	3	0.5%	8	1.4%	11	1.9%	20	3.4%	31	5.2%	119	20.1%	57	9.6%	78	13.2%	111	18.8%	81	13.7%	73	12.3%	592
6. Rural hamlet roads	5	1.2%	8	1.9%	17	4.0%	18	4.3%	36	8.6%	108	25.7%	54	12.9%	56	13.3%	73	17.4%	28	6.7%	17	4.0%	420
answered question																						749	
skipped question																						6	

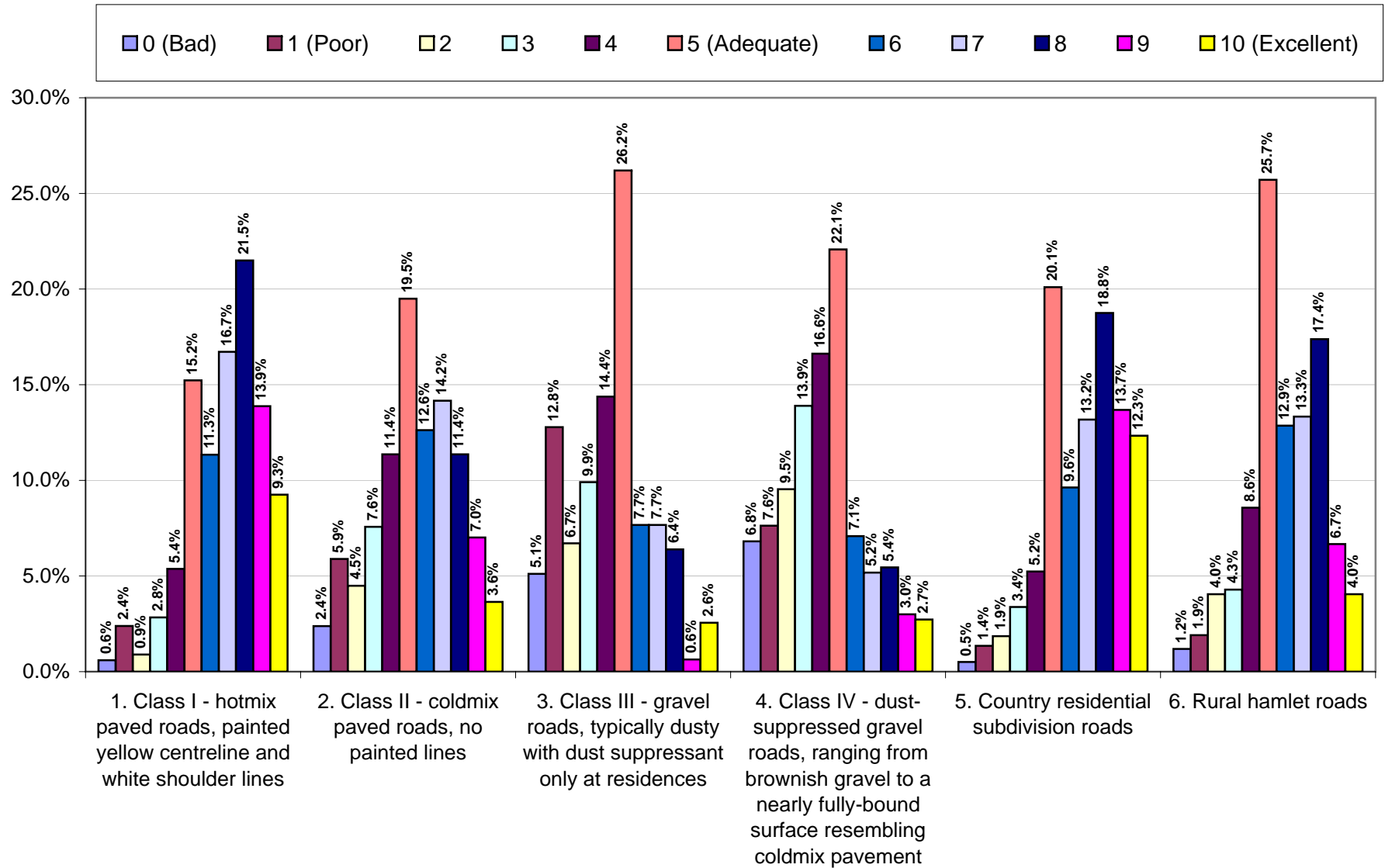
DATA FOR CHART 1

Answer Options	0 (Bad)	1 (Poor)	2	3	4	5 (Adequate)	6	7	8	9	10 (Excellent)	Rating Ave	Response Count
1. Class I - hotmix paved roads, painted yellow centreline and	0.6%	2.4%	0.9%	2.8%	5.4%	15.2%	11.3%	16.7%	21.5%	13.9%	9.3%	89.5%	670
2. Class II - coldmix paved roads, no painted lines	2.4%	5.9%	4.5%	7.6%	11.4%	19.5%	12.6%	14.2%	11.4%	7.0%	3.6%	95.2%	713
3. Class III - gravel roads, typically dusty with dust suppressan	5.1%	12.8%	6.7%	9.9%	14.4%	26.2%	7.7%	7.7%	6.4%	0.6%	2.6%	41.8%	313
4. Class IV - dust-suppressed gravel roads, ranging from brow	6.8%	7.6%	9.5%	13.9%	16.6%	22.1%	7.1%	5.2%	5.4%	3.0%	2.7%	49.0%	367
5. Country residential subdivision roads	0.5%	1.4%	1.9%	3.4%	5.2%	20.1%	9.6%	13.2%	18.8%	13.7%	12.3%	79.0%	592
6. Rural hamlet roads	1.2%	1.9%	4.0%	4.3%	8.6%	25.7%	12.9%	13.3%	17.4%	6.7%	4.0%	56.1%	420
answered question													

DATA FOR CHART 3 - DESCENDING ORDER COMBINED RATINGS

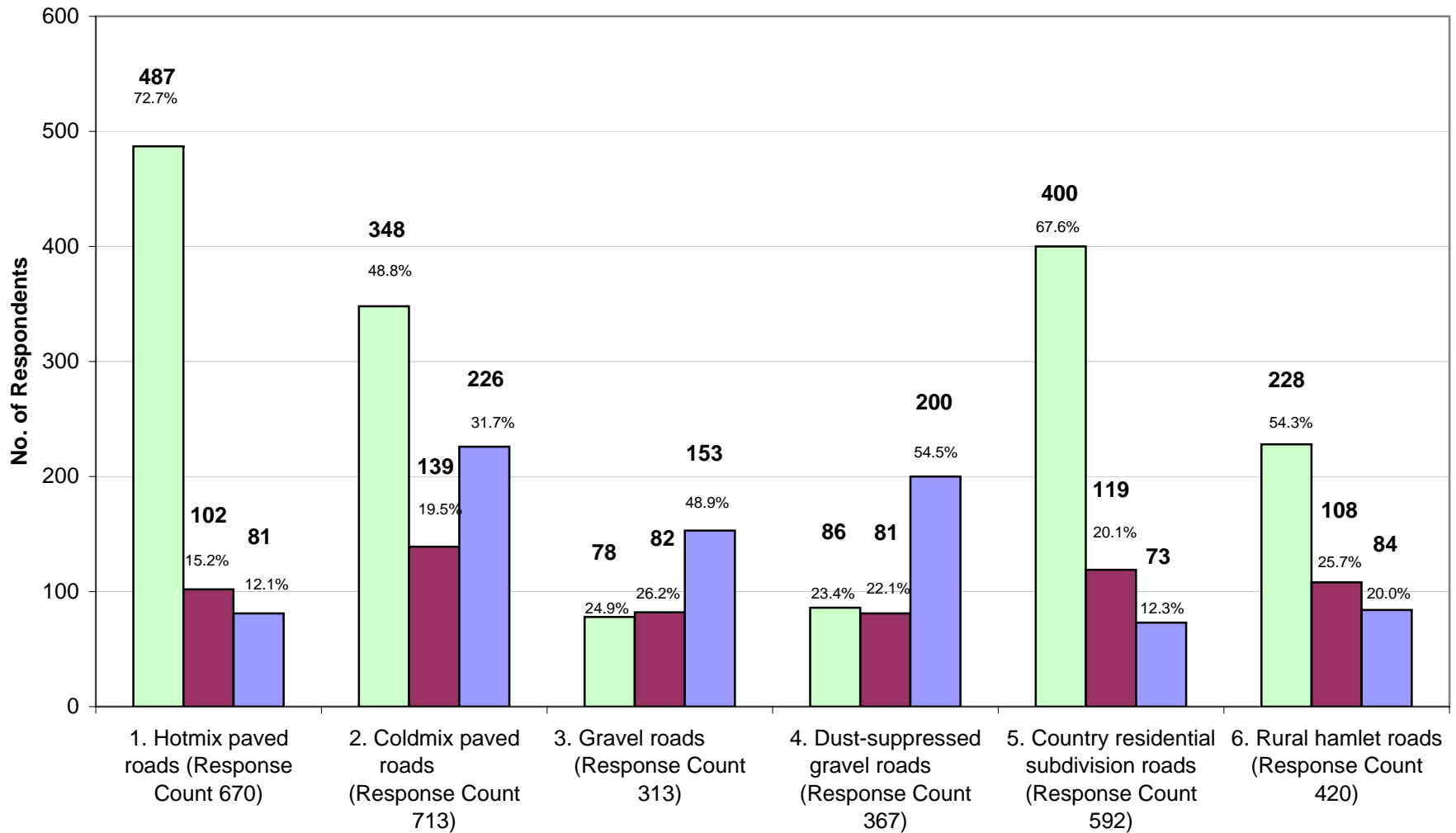
Answer Options	Good to Excellent (Ratings of 6 to 10)	Percentage	Adequate (Rating of 5)	Percentage	Less than Adequate (Ratings of 0 to 4)	Percentage	Response Count
1. Hotmix paved roads (Response Count 670)	487	72.7%	102	15.2%	81	12.1%	670
2. Coldmix paved roads (Response Count 713)	348	48.8%	139	19.5%	226	31.7%	713
3. Gravel roads (Response Count 313)	78	24.9%	82	26.2%	153	48.9%	313
4. Dust-suppressed gravel roads (Response Count 367)	86	23.4%	81	22.1%	200	54.5%	367
5. Country residential subdivision roads (Response Count 592)	400	67.6%	119	20.1%	73	12.3%	592
6. Rural hamlet roads (Response Count 420)	228	54.3%	108	25.7%	84	20.0%	420
answered question							749
skipped question							6

Question 1 - 6 ROAD RATINGS - Percentage based on 749 responses



SURVEY QUESTIONS 1-6 ASSESSMENT OF SURFACE STATE OF ROADS

■ Good to Excellent (Ratings of 6 to 10)
 ■ Adequate (Rating of 5)
 ■ Less than Adequate (Ratings of 0 to 4)



Strathcona County Sustainable Rural Roads Master Plan Study 2009

7. For roads that you drive often, indicate the degree of importance that should be given to EACH of the following in setting priorities.

Answer Options	1 (Not Important)	1 (Not Important)	2	2	3	3	4	4	5 (Very Important)	5 (Very Important)	Response Count
Amount of traffic	18	2.5%	23	3.2%	111	15.2%	190	26.1%	386	53.0%	728
Condition of the road (e.g. bumps, cracks, potholes)	1	0.1%	7	1.0%	50	6.8%	213	28.9%	465	63.2%	736
Number of public complaints	36	5.0%	84	11.7%	210	29.2%	194	27.0%	195	27.1%	719
Number of traffic collisions	26	3.6%	41	5.7%	119	16.4%	151	20.8%	388	53.5%	725
The road as a link in the overall road/highway network	15	2.0%	29	4.0%	168	22.9%	253	34.5%	269	36.6%	734
Number of bad curves and hills	40	5.5%	87	12.0%	207	28.4%	196	26.9%	198	27.2%	728
Road width	18	2.4%	40	5.4%	169	23.0%	195	26.5%	313	42.6%	735
Number of accesses	41	5.6%	124	17.1%	287	39.5%	169	23.2%	106	14.6%	727
Retaining the existing surface condition	21	2.9%	28	3.9%	143	19.9%	243	33.8%	283	39.4%	718
Other (state below)	10	7.8%	2	1.6%	6	4.7%	9	7.0%	101	78.9%	128
Other											141
answered question											742
skipped question											13

Number	Response Date	Other
1	Sep 10, 2009 7:17 PM	The posted speed and the presence of stop signs.
2	Sep 12, 2009 12:40 AM	The state of the Class 1 network is astoundingly poor...even those that have been improved (we live near to one that hasn't been yet, despite waiting for over five years for it to be done). When will township road 520 be rebuilt...it was promised years ago!
3	Sep 13, 2009 1:21 PM	Several roads I use have been resurfaced with a resulting sharp edge. The roads are quite narrow and in winter a car dropping a wheel over the edge in an attempt to move over to pass an on coming vehicle invariable ends up in the ditch. ie RR231 south of hwy 14 to ellerslie road.
4	Sep 14, 2009 7:21 PM	Where I live in the county, Roads and their condition is the only thing I see my property tax going. I get no street lights or any of the other services Sherwood Park residents are receiving for the same tax assessments.
		If you ask me what the amount of traffic is on a given road it's hear-say or anecdotal. I'm sure there are better ways of determining the amount to traffic on a given road.
		Where are there any center lines painted "yellow"? I haven't seen them.
5	Sep 14, 2009 9:56 PM	How would I know about the number of public complaints or traffic collisions? Are you asking me what I "think" about these things?
6	Sep 14, 2009 9:59 PM	Very tired of poorly laid down cold mix...RR221 S from 14 is a prime example that obviously has poor base preparation and needs to be redone far more than should be necessary.
7	Sep 15, 2009 2:25 AM	the intersection for Township road 233 and RR 522 0- extremely busy dangerous intersection,,,very frustrating trying to turn onto 522 (628)
8	Sep 15, 2009 3:29 AM	Have lighting on the side of the road. For example on RR233 from Wye to Whitemud.
9	Sep 15, 2009 3:42 AM	Traffic flow / congestion
10	Sep 15, 2009 1:52 PM	Patch work currently being done in the county Class II roads are of a very poorly quality of workmanship.
11	Sep 15, 2009 2:29 PM	Load carrying capability is extremely important to me. Continually repairing rural roads that have a poor base does not make sense.
12	Sep 15, 2009 2:37 PM	Cyclist and pedestrian use
		Partridge Hill Road is a very well travelled road. It should be widened, have center line as well as shoulder lines painted. In its current condition there are areas that are dangerous. People seem to have difficulty gauging how far to the side they should pull over when meeting traffic.
13	Sep 15, 2009 8:49 PM	sharpness of shoulders rrd 221 north of hwy 16
14	Sep 15, 2009 9:46 PM	-future traffic growth (or decline) potential
15	Sep 15, 2009 10:19 PM	Check the potholes more than once in the summertime. Some are filled and the next rain they are back again. Too damn lazy to tamp them a bit.
16	Sep 16, 2009 1:25 AM	The amount of times a road is torn up and redone to no ones satisfaction. For example, Twp Rd 540 between RR 205 and 210. Every year this road gets ripped up and a futile attempt is made to repair it and it gets worked on again that summer. Eighteen years ago when we moved in it was not to bad but it has never been restored to that condition.
17	Sep 16, 2009 9:47 AM	Narrowing of resurfaced roads
18	Sep 16, 2009 2:54 PM	Shoulders for cyclists on Range Roads
19	Sep 16, 2009 5:21 PM	231 south of hwy 14 is not wide enough
20	Sep 16, 2009 6:49 PM	Painted centre and side lines on class 11 would help
21	Sep 16, 2009 7:41 PM	I am a school bus driver and some of the roads I use are very narrow, and on wye road I have experienced many individuals that run my red flashers... there needs to be more awareness on the roads for school bus stops
22	Sep 16, 2009 11:53 PM	Road should be painted with the white and yellow lines each year if you can not see them..with the number of residents increasing in the county, they should know where they are driving..
23	Sep 16, 2009 11:55 PM	as mentioned above.....bumps, cracks, potholes are very important, but it's the wavy bumps on cold mix that cause a vehicle to jump, loose control and possible create unsafe conditions.
24	Sep 17, 2009 12:01 AM	Repairs when needed not on a pre-determined schedule
25	Sep 17, 2009 2:49 AM	Speed limit - Baseline should still be at 100 km/hr.
26	Sep 17, 2009 3:13 PM	quality of work
27	Sep 17, 2009 4:40 PM	
28	Sep 17, 2009 6:30 PM	Population density (lots smaller than country residential acreages) as for example Rural Hamlets with considerable pedestrian traffic, including numerous children, using the roads compared to other roads.
29	Sep 17, 2009 9:40 PM	the county has been doing a very good job of maintaining excellent roads in our area and it makes me a proud resident. I know the population is in sherwood park but please dont ignore the rural roads
		Minimum 2 separte. Rumble strips before Stop signs in Rural areas. Bigger Stop Signs in Rural area.
30	Sep 17, 2009 11:07 PM	Need Wildlife Xrossing signs, ask wildlife officers of paths where the deer cross.
31	Sep 18, 2009 1:10 AM	Need to upgrade if the traffic numbers keep increasing!
		The Range Roads need to be widened. We live on 213, it is very narrow, has sharp shoulders and has steep hills and deep drop-off ditches. Over the years the road has been maintained by adding another layer of asphalt which makes the road surface narrower and inceases the sharpness of the shoulders. The traffic has increased significantly over the last few years.
32	Sep 18, 2009 3:05 AM	Paint center line on narrow roads such as pleasant view rd.(very narrow)
33	Sep 18, 2009 2:55 PM	distance of line of sight
34	Sep 18, 2009 4:11 PM	synchronize traffic lights
35	Sep 18, 2009 4:18 PM	snowclearing and salting
36	Sep 18, 2009 4:24 PM	limit commercial trucking (gravel, dirt)
37	Sep 18, 2009 4:38 PM	trees and other obstacles should be removed at crossroads with no stop signs
38	Sep 18, 2009 4:48 PM	twinning of RR 233 - remove traffic circles - build sidewalks
39	Sep 18, 2009 4:51 PM	fix Twp Rd 520
40	Sep 18, 2009 5:04 PM	enforce speed limits
41	Sep 18, 2009 5:09 PM	the roads within this County are in great shape compared to many other counties
42	Sep 18, 2009 5:13 PM	narrow baseline road and use by cyclists
43	Sep 18, 2009 5:16 PM	pave Twp Rd 514
44	Sep 18, 2009 5:19 PM	I am 'Echo Lane Farms' and received a paper copy of this survey. I also belong to the tractor club, which directed me to this survey, so will not send in the paper document. I am interested in the Bremner property that the County bought. I would like to know if it had a water pumper windmill at one time. I restored a Beatty mill some time back which is on my farm at present, but which should be part of a Heritage display for future generations. My name is Ben Rompre at 3 Hilltop Crescent Sherwood Park AB T8A 5E3 ph.780-464-6874 E-mail BGBDBN@shaw.ca and I would like to know who to contact to discuss this possibility further.
45	Sep 18, 2009 5:23 PM	My farm address is 21245 Twp Rd 552 Fort Saskatchewan AB.
46	Sep 18, 2009 6:03 PM	After a class IV road is re-graded it should be oiled and compacted right away and not weeks later. This would prevent ruts from forming.
47	Sep 18, 2009 6:50 PM	speed limits
48	Sep 18, 2009 6:53 PM	sight lines
49	Sep 18, 2009 7:00 PM	sight lines and ditches
50	Sep 18, 2009 7:18 PM	School zones & school accesses
51	Sep 18, 2009 7:43 PM	every subdivision should have a good road to the highway
52	Sep 18, 2009 10:15 PM	Should compare with other priorities instead of roads.
53	Sep 19, 2009 2:40 AM	widen Range Road 213 from Highway 16 to Twp Rd 520, very heavy traffic and narrow road

54 **Sep 19, 2009 5:46 AM** Mail Boxes, like the on located on 225 and 630 which is to close to stop sign and when persons collect mail hold up traffic entering on and off of 225 !
The bad curves and hills - on class II roads: Painting a centre line (just markers) would help those less experienced drivers stay on their side of the road and would not be very expensive to do. Much less

55 **Sep 19, 2009 2:01 PM** expensive than excavation and lowering/realigning of the road bed.

56 **Sep 19, 2009 3:05 PM** Lack of speed and stop sign enforcement especially along twp 542 off hwy 21 as this is used by many people as a bypass around Fort Sask. Lots of traffic and a lot of speeding.

57 **Sep 19, 2009 4:32 PM** Marked school bus stops
Baseline Road is to narrow for a major road, it is dangerous to drive due to the high volume of traffic and also with the number of cyclists, no shoulder. I find RR 213 extremely narrow, recently paved, which

58 **Sep 19, 2009 8:11 PM** narrowed it another 6" to 1-0", dangerous with the high speed of vehicles and the hills. Generally all roads are well looked after, the county does a great job.

59 **Sep 19, 2009 8:23 PM** snow removal, fixing of pot holes before they become a major cost to the citizens.

60 **Sep 19, 2009 9:43 PM** some surfaces should be upgraded NOT down graded
I find that there is often repetition where it is not needed. I understand the want to maintain a standard created but not when it's within only a couple of seasons (2-4) when often 4 km's away the road hasn't been

61 **Sep 20, 2009 4:54 AM** done in many years ? Events such as this make leave me with a sense of wonder as to why my tax dollars are being sent my way when they should also go in other directions.
Roads that are used to divert traffic around an urban area. Good example is Range road 222 it diverts traffic around Fort Saskatchewan allowing access to Dow, Shell, Sherritt and many other plants this road needs

62 **Sep 20, 2009 3:19 PM** to be resurfaced from Hwy 14 to Wye Road and the last four miles before the Josephburg road.

63 **Sep 20, 2009 6:14 PM** Improve existing surface condition

64 **Sep 20, 2009 6:17 PM** speed limits
width of road to make them safe to travel on, in the winter they are far too narrow, etc. 213 south of #16. We can meet on average 5-6 cars on a 3/4 mile part to # 16 highway. This is not safe when people don't

65 **Sep 21, 2009 12:42 AM** travel on their side, they travel down the middle.

66 **Sep 21, 2009 3:40 AM** ADJACENT BICYCLE PATHS/WALKWAYS VERY IMPORTANT!

67 **Sep 21, 2009 4:50 AM** our road is some kind of experimental composite, and is very bad for breaking up.
The width of RR 213 between Hwy 16 and Twp 524 is varying and incredibly dangerous, especially when school buses go flying down and they are in the middle of the road. Also RR 212 from Twp 524 to almost Wye Rd, this road is incredibly dangerous. My car has bottomed out several times, due to ridiculously severe holes and ruts. I have called numerous times to no avail and since the county put our mailboxes there we are forced to use it. Other residents may drive through Farrell as an alternate route but, I pay my taxes, so why should I have to do this simply because the road is bad.

68 **Sep 21, 2009 1:14 PM** SAFETY BASED ON THE ROAD CONDITIONS SHOULD HAVE HIGH PRIORITY; HOWEVER DRIVER ERRORS IE SPEEDING ETC THAT RELATE TO ACCIDENTS MUST ALSO BE CONSIDERED IN ANY MASTER. A

69 **Sep 21, 2009 1:55 PM** PERFECT ROAD WILL NOT NECESSARILY PREVENT ACCIDENTS AND MAY NOT NECESSARILY BE A MAJOR CONTRIBUTING FACTOR.
The requirements of subdivision road building caused excessive amounts of Gravel to be needed in the building of the roads in Crimson Leaf. These had to be hauled in, and all these trips wrecked the surrounding

70 **Sep 21, 2009 2:32 PM** roads. Rge. Rd. 225 has been repaired but Twnshp. Rd. 522 west of Rge Rd 225 is still terrible to drive with the amount of washboard caused by all the Gravel Trucks.

71 **Sep 21, 2009 3:58 PM** yellow lines should be a minimum on Class II roads

72 **Sep 21, 2009 4:04 PM** maintenance a major factor

73 **Sep 21, 2009 4:07 PM** timely snow removal

74 **Sep 21, 2009 4:08 PM** reduce hills

75 **Sep 21, 2009 4:20 PM** clear sightlines at intersections

76 **Sep 21, 2009 4:27 PM** need a cold mix paved road

77 **Sep 21, 2009 4:33 PM** traffic circles - roundabouts

78 **Sep 21, 2009 4:52 PM** linking roads - Twp 520 RR 221 south of # 14

79 **Sep 21, 2009 5:06 PM** RR 222 south of Wye Rd very poor

80 **Sep 21, 2009 5:12 PM** alternative usage e.g. cyclists; high business usage e.g. RR 215 - Prairie Mushrooms

81 **Sep 21, 2009 5:25 PM** Our road 522 between RR 224 and RR 222 is one of, if not the worst, in the County

82 **Sep 21, 2009 5:38 PM** 225 south of 512 "poor" for over 20 years

83 **Sep 21, 2009 5:41 PM** more prompt service in clearing of snow from "low priority" rural roads

84 **Sep 21, 2009 5:48 PM** sight lines at intersections

85 **Sep 21, 2009 6:10 PM** excessive speed signs at curves

86 **Sep 21, 2009 6:41 PM** Road width & safety

87 **Sep 21, 2009 6:45 PM** Grade of road for snow melt and run-off. On one particular road near my subdivision melt gathers in the middle of the road so makes for very slippery conditions in the winter.

88 **Sep 21, 2009 7:05 PM** Merge lanes are very important, these lines do not provide time for vehicles the merge proper (very very short lanes).

89 **Sep 21, 2009 7:09 PM** upgrade Twp 534 - present maintenance is not working at all

90 **Sep 21, 2009 7:21 PM** too much oil in asphalt mix

91 **Sep 21, 2009 7:29 PM** Twp 520 - reconstruct and widen

92 **Sep 21, 2009 7:38 PM** dust inconvenient

93 **Sep 21, 2009 7:54 PM** west section of Twp 520 is terrible

94 **Sep 21, 2009 7:57 PM** consider cost and comparing cost to importance of upgrade

95 **Sep 21, 2009 10:38 PM** less traffic lights

96 **Sep 21, 2009 10:49 PM** upgrade road 215 to 214 on 522
People commute to work to locations like Dow Chemical and Shell Scotford industrial sites. The roads north of Twp Rd 542 are often in poor condition. Those roads do not get priority in construction and maintenance

97 **Sep 22, 2009 1:22 AM** that the traffic levels require. Range Road 222 has caused a lot of wear and tear on my vehicle over the years of our commute to work.

98 **Sep 22, 2009 1:57 AM** Existing surface conditions need to be improved!

99 **Sep 22, 2009 2:58 AM** the annual maintenance cost versus what it would cost to change it to a class that requires less maintenance

100 **Sep 22, 2009 3:06 PM** cameras at every intersection; keep bicycles off Baseline (530)

101 **Sep 22, 2009 3:20 PM** bus route/# of residences

102 **Sep 22, 2009 3:23 PM** need for turning lanes and amount of shoulder at intersection

103 **Sep 22, 2009 3:40 PM** lighting

104 **Sep 22, 2009 4:24 PM** we need wide shoulders/bike paths alongside of main roads: especially those close to Edmonton and Sherwood Park

105 **Sep 22, 2009 4:33 PM** resurface RR 215 from Hwy 16 to Wye Rd

106 **Sep 22, 2009 4:56 PM** snow removal
railway crossing north of baseline rd. on rr223 (20km) there have been two vehicles that have ended up in the trees and crashing due to this crossing. there are signs, but this last winter, one was hit by a grader or

107 **Sep 22, 2009 4:59 PM** someone else and was not put back up until this spring. this is a deadly crossing and should be fixed immediately.

108 **Sep 22, 2009 9:25 PM** snow removal

109 **Sep 22, 2009 9:29 PM** drop off on the sides of pavement not wide enough

110 **Sep 22, 2009 9:33 PM** should paint a centerline so some assholes know which side they should stay on

111 **Sep 22, 2009 10:55 PM** speed limits

112 **Sep 22, 2009 11:00 PM** shoulder width or lack of

113 **Sep 22, 2009 11:12 PM** painted center (driving) lanes

114	Sep 23, 2009 2:36 AM	the road I drive most often needs alot of improvement
115	Sep 23, 2009 2:57 AM	flatten sharp hills
116	Sep 23, 2009 3:20 AM	signage for existing wildlife
117	Sep 23, 2009 3:09 PM	truckers living on RR 220 bumps from trucks, business in subdivisions
118	Sep 23, 2009 3:12 PM	center line
119	Sep 23, 2009 3:15 PM	Baseline Road - bicycle addition needs to be added to this road, very dangerous. Make addition before death happens.
120	Sep 23, 2009 3:40 PM	inconsistency in stop sign direction (e.g. Baseline and 213 & 211)
121	Sep 23, 2009 3:59 PM	open view of oncoming lanes
122	Sep 23, 2009 4:08 PM	reducing speed limits
123	Sep 23, 2009 4:23 PM	sightlines at intersections
124	Sep 23, 2009 4:30 PM	add more 4-way stops at intersections to reduce likelihood of collisions
125	Sep 23, 2009 4:48 PM	remove dangerous hills - narrow roads
126	Sep 23, 2009 4:50 PM	lifecycle of the road
127	Sep 23, 2009 5:03 PM	improving sightlines at intersections (brush removal in ditches)
128	Sep 23, 2009 5:15 PM	Twp 514 is very heavy traffic road to Antler Lake
129	Sep 23, 2009 5:17 PM	poor visibility at corners
130	Sep 23, 2009 5:26 PM	Baseline Rd between RR 210 and 211 school bus route - road is bad
131	Sep 23, 2009 5:31 PM	when repairing potholes please pack with vibrator not shovel
132	Sep 23, 2009 5:45 PM	maintaining proper slope
133	Sep 23, 2009 5:50 PM	roadside vegetation
134	Sep 23, 2009 5:56 PM	shoulders on Baseline Road
135	Sep 23, 2009 6:12 PM	Wye Rd at RR 223 the 20 ft turning south joining the 2 roads has been very poor for the last 26 years - dangerous
136	Sep 23, 2009 6:32 PM	widening range roads, driving can be very scary and I avoid them if I can
137	Sep 23, 2009 8:06 PM	fix RR 215
138	Sep 23, 2009 8:08 PM	RR 223 bad on top of hill towards tracks
139	Sep 24, 2009 8:15 PM	repair/widen roads already promised (520)
140	Sep 24, 2009 8:30 PM	maintain or make a good surface
141	Oct 7, 2009 9:46 PM	traffic turn lane and straight through lanes at intersections - these are not consistent through the county

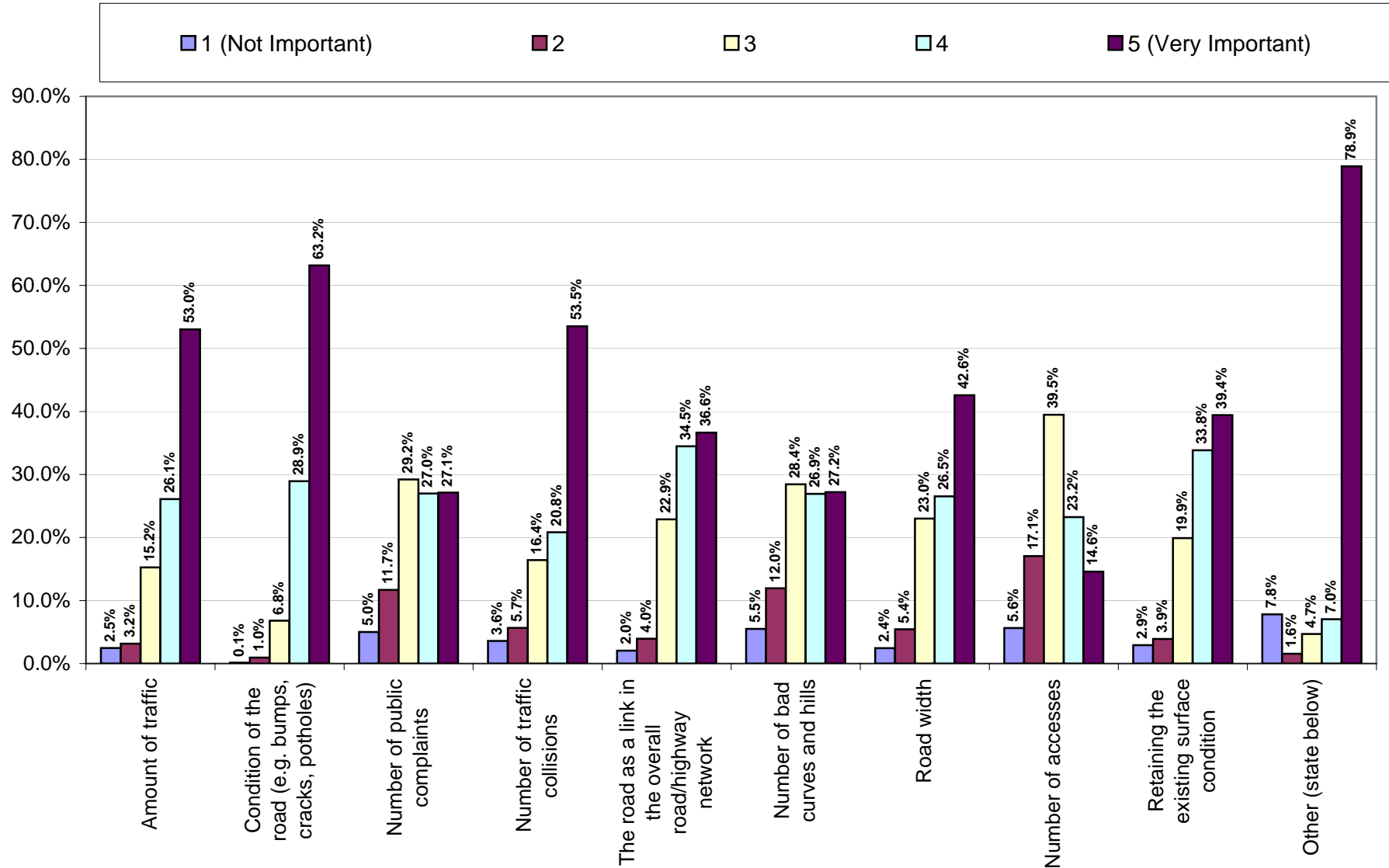
DATA FOR CHART 1

Answer Options	1 (Not Important)	2	3	4	5 (Very Important)	Rating Average	Response Count
Amount of traffic	2.5%	3.2%	15.2%	26.1%	53.0%	98.1%	728
Condition of the road (e.g. bumps, cracks, potholes)	0.1%	1.0%	6.8%	28.9%	63.2%	99.2%	736
Number of public complaints	5.0%	11.7%	29.2%	27.0%	27.1%	96.9%	719
Number of traffic collisions	3.6%	5.7%	16.4%	20.8%	53.5%	97.7%	725
The road as a link in the overall road/highway network	2.0%	4.0%	22.9%	34.5%	36.6%	98.9%	734
Number of bad curves and hills	5.5%	12.0%	28.4%	26.9%	27.2%	98.1%	728
Road width	2.4%	5.4%	23.0%	26.5%	42.6%	99.1%	735
Number of accesses	5.6%	17.1%	39.5%	23.2%	14.6%	98.0%	727
Retaining the existing surface condition	2.9%	3.9%	19.9%	33.8%	39.4%	96.8%	718
Other (state below)	7.8%	1.6%	4.7%	7.0%	78.9%	17.3%	128
Other						141	141
answered question						742	742
skipped question						13	13

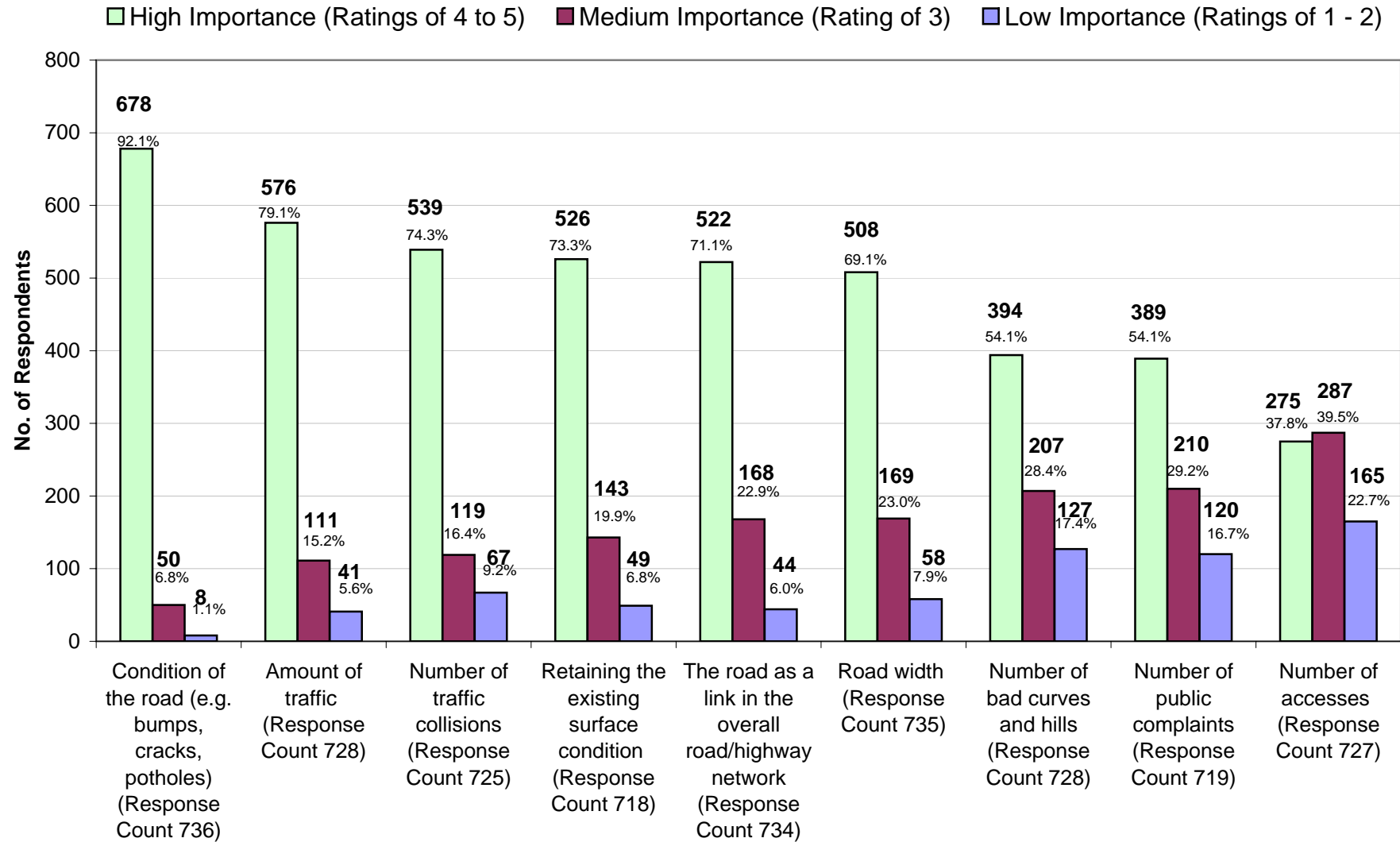
DATA FOR CHART 4 - COMBINED RATINGS - High First

Answer Options	High Importance (Ratings of 4 to 5)		Medium Importance (Rating of 3)		Low Importance (Ratings of 1 to 2)		Response Count
Condition of the road (e.g. bumps, cracks, potholes) (Response Count 736)	678	92.1%	50	6.8%	8	1.1%	736
Amount of traffic (Response Count 728)	576	79.1%	111	15.2%	41	5.6%	728
Number of traffic collisions (Response Count 725)	539	74.3%	119	16.4%	67	9.2%	725
Retaining the existing surface condition (Response Count 718)	526	73.3%	143	19.9%	49	6.8%	718
The road as a link in the overall road/highway network (Response Count 734)	522	71.1%	168	22.9%	44	6.0%	734
Road width (Response Count 735)	508	69.1%	169	23.0%	58	7.9%	735
Number of bad curves and hills (Response Count 728)	394	54.1%	207	28.4%	127	17.4%	728
Number of public complaints (Response Count 719)	389	54.1%	210	29.2%	120	16.7%	719
Number of accesses (Response Count 727)	275	37.8%	287	39.5%	165	22.7%	727

QUESTION 7 PRIORITY FACTORS - PERCENTAGES BASED ON 742 RESPONSES



SURVEY QUESTION 7 FACTORS TO CONSIDER WHEN SETTING PRIORITIES



Strathcona County Sustainable Rural Roads Master Plan Study 2009

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

[illegible]

Number	Response Date	Other
1	Sep 10, 2009 7:20 PM	Conversion fo gravel roads to dust-suppressed roads should only occure if the geometry of the road, sight lines, number of accesses, etc. are conducive to the resulting higher speeds that occur with dust supression.
2	Sep 12, 2009 12:41 AM	The gravel roads are virtual super-highways compared with the unimproved Class 1 roadways...when will this be set right?
3	Sep 14, 2009 9:56 PM	How would I know at this point of the survey what "class 1" improvements are?
4	Sep 14, 2009 10:52 PM	"Blind" intersections that require upgraded "STOP" measures (rumble strips, flashing lights, etc)...ie., RR213 & TwpRd 530 1) Widen Class 2 roads AND add painted lines. Some people are paranoid and drive towards the center, leaving no room for oncoming traffic. With cyclists and foot traffic, this is very dangerous. 2) Add a bike lane to Baseline / TWP 530 east of Hwy 221 already. With high wind gusts, narrow shoulders and rolling hills, all the cycle traffic is very dangerous. I support ccyling, but I have no idea why the cycle clubs prefer to use Twp 530 (Baseline) for their training, and not Twp 525 (Wye) where the shoulders are much wider.
5	Sep 15, 2009 3:04 AM	Once again, improve lighting on higher traffic roads.
6	Sep 15, 2009 3:31 AM	Roads on 2 counties ie RR 204 needs to be paved. Start non paved roads fully in the other county.
7	Sep 15, 2009 3:47 AM	I pay the same taxes as those in Sherwood Park \$2500+ so why do I not recieve the same services???
8	Sep 15, 2009 1:37 PM	Completion to Class 2 5
9	Sep 15, 2009 1:53 PM	Perform quality workmanship...
10	Sep 15, 2009 2:02 PM	How often the road is used for bicycling - the cycling clubs use some rural roads alot - and some places are too narrow and too hilly to be able to drive safely and share the road with the cyclists. For cold mix roads, the County should stop using equipment that is too heavy for the road. Two roads recently re-done in our area were immediately and permanently damaged by the equipment used to re-do them.
11	Sep 15, 2009 9:22 PM	them.
12	Sep 15, 2009 10:20 PM	-I think cold mix roads get too much maintenance-redirect some of those \$'s to safety issue resolution
13	Sep 16, 2009 3:19 AM	modify intersection approaches
14	Sep 16, 2009 9:49 AM	If they are already class one roads, leave them alone and work on less quality roads.
15	Sep 16, 2009 7:43 PM	eliminating gravel roads like 522 from 213 to Wye road!!!
16	Sep 17, 2009 12:04 AM	Regular maintainence on cold mix roads done properly, not just quick fixes that continually need to be repeated. All this is is "job creation" not proper maintainence and tax savings.....
17	Sep 17, 2009 4:42 PM	quality of maintenance work
18	Sep 17, 2009 6:30 PM	Curbing and sidewalks in Rural Hamlets where higher density typically results in pedestrian traffic and children on the roads. what bothers me most is that we sem to always build our urban roads for the traffic of today and not for tomorrow, we then rip up or cause more traffic delays/problems EG: granada blvd/cloverbar road/broadmoor blvd/ whe road. i am since very disappointed in the single lane road, laleland Blvd, which i will guarantee you will have too much traffic and too will be made into a double lane road....why not plan for the future?
19	Sep 17, 2009 7:11 PM	county roads seem to be very safe which is very important to me. i have noticed lots of construction this year which i really apreciate
20	Sep 17, 2009 9:55 PM	Widen Rg Rd. 213 to a full Class 2 with equal width thruout. Place the stop signs on the North & South traffic on Rg. Rg 213 & intersection with Baseline . Baseline is a Secondary hwy. drivers to not anticipate stop signs on main Roads. We just had a accident because of this issue.
21	Sep 17, 2009 11:13 PM	signs on main Roads. We just had a accident because of this issue.
22	Sep 18, 2009 1:12 AM	Ever time they re-surface the top, the road gets narrower on each side...must re-surface the same width all the time.
23	Sep 18, 2009 2:20 PM	Properly painted lines, Josephberg road lines this year were appalling. Did the worker use a freehand paintbrush?
24	Sep 18, 2009 2:58 PM	sight lines not nessecary around curves and over hilltops if we have painted solid lines in those areas
25	Sep 18, 2009 4:24 PM	improve base stabilization methods
26	Sep 18, 2009 4:51 PM	twinning main range roads
27	Sep 18, 2009 5:07 PM	upgrade Twp Rd 520...we're waiting!
28	Sep 18, 2009 5:13 PM	I am not aware of any gravel roads within this County
29	Sep 18, 2009 5:20 PM	pave Twp Rd 514
30	Sep 18, 2009 6:04 PM	Convert class IV roads to Class II
31	Sep 18, 2009 6:27 PM	sidewalk to link areas on 223 to Sherwood Park
32	Sep 18, 2009 6:50 PM	speed limits
33	Sep 18, 2009 6:53 PM	sight lines on all paved roads
34	Sep 18, 2009 7:20 PM	Intersection Improvement
35	Sep 18, 2009 7:41 PM	very sharp shoulders - slick in the winter on 225 north of Baseline (230 Twp)
36	Sep 18, 2009 7:43 PM	eliminate gravel Apart from markers on roadways at hills and curves, improving site lines at intersections through brush removal would be a great help. I have noticed that some stop signs are not visible unttl on is nearly at the intersection. Some stop signs are small compared to others - suggest that all be moved to a larger standard size and visibility be improved. Where practical, the flashing red LED lights be installed at major intersections.
37	Sep 19, 2009 2:07 PM	intersections.
38	Sep 19, 2009 3:08 PM	We don't want improvements that will increase traffic flow if there is no enforcemenet to ensure speed and traffic laws are monitored
39	Sep 19, 2009 5:17 PM	Convert Class II roads to Class I in Rural Sub-divisions
40	Sep 19, 2009 9:43 PM	or convert gravel roads to cold mix There is a very dangerous and in my opinion illegal situation happening in Adam Lily acreage the School buses use this as a transfer point vehicles have to guess at what is happening resulting in a number of near misses. I would suggest a better place for the transfer would be on RR 221 across from what used to be the Garden Store or take over part of the farmers field across from Adam Lily and conctruct a transfer area.
41	Sep 20, 2009 3:26 PM	misses. I would suggest a better place for the transfer would be on RR 221 across from what used to be the Garden Store or take over part of the farmers field across from Adam Lily and conctruct a transfer area.
42	Sep 20, 2009 9:13 PM	Paint center line on Class II Roads. People are driving in the middle all the time.
43	Sep 21, 2009 12:44 AM	widen and make them safe!!!! PAINTED LINES THAT ARE UPDATED & THAT YOU CAN ACTUALLY SEE ARE IMPORTANT-IN THE STATES, THEY MAKE SURE THE LINES ARE HIGHLY VISIBLE-VERY IMPORTANT IN SNOW AND ICE CONDITIONS
44	Sep 21, 2009 3:42 AM	WHEN PARTS OF THE ROAD MAY BE COVERED.
45	Sep 21, 2009 4:54 AM	get rid of whatever material is on 534 &223 At the corner of Range Road 224 and Twp Rd 542 on the north west corner the brush was cleared for sight line around the corner, but one bush was left standing near the corner which obstructs vision of vehicles coming from the west when travelling south. When the corner is brushed it should be done properly when the time is spent to do it.
46	Sep 21, 2009 1:01 PM	Wye Rd, this road is incredibly dangerous. My car has bottomed out several times, due to ridiculously severe holes and ruts. I have called numerous times to no avail and since the county put our mailboxes there we are forced to use it. Other residnets may drive through Farrell as an alternate route but, I pay my taxes, so why should I have to do this simply because the road is bad.
47	Sep 21, 2009 1:14 PM	we are forced to use it. Other residnets may drive through Farrell as an alternate route but, I pay my taxes, so why should I have to do this simply because the road is bad.
48	Sep 21, 2009 1:38 PM	Improve the BASE of dust suppressed surfaces when maintenance to same goes above the ususal benchmark

EXISTING ROADS MUST BE MAINTAINED IN A MANNER THAT PROTECTS THE INVESTMENT RATHER THAN WAITING FOR MAJOR DECAY AND THEN HAVING TO REBUILD COMPLETELY AT A MUCH GREATER

49 Sep 21, 2009 2:02 PM OVERALL COST. THERE IS A LIMIT TO INCREASED TAXATION THAT INDIVIDUALS CAN ABSORB. WE NEED ABOVE ALL A GOOD BALANCED EFFECTIVE PLAN.

50 Sep 21, 2009 3:21 PM centre lines on all paved roads

51 Sep 21, 2009 4:07 PM timely snow removal

52 Sep 21, 2009 4:23 PM sign identification (i.e. Sherwood Place etc.) poor right now

53 Sep 21, 2009 4:27 PM gravel roads should have coldmix pavement

54 Sep 21, 2009 4:53 PM linking roads - Twp 520 RR 221 south of # 14 highway

55 Sep 21, 2009 5:07 PM rework and relay RR 222 south of Wye Rd

56 Sep 21, 2009 5:12 PM finish roads already started Twp Rd 520 west of 222 to Hwy 21

57 Sep 21, 2009 5:25 PM pave our road properly once and for all

58 Sep 21, 2009 5:38 PM long term solution needed for 225 south of 512

59 Sep 21, 2009 5:42 PM fix corner of RR 214 and Twp Rd 534 (cut down hill on NE corner) and shave down hill just north of this intersection; both areas have poor visibility

60 Sep 21, 2009 7:07 PM Add proper merge lanes to allow vehicles time to merge with traffic.

61 Sep 21, 2009 7:15 PM Widen ALL roads that were narrowed with the last round of maintenance (i.e. RR213 & RR214)

62 Sep 21, 2009 7:29 PM Twp 520 - widen from RR 222 to Hwy 21

63 Sep 21, 2009 7:34 PM with budget money left over at year end work on converting gravel roads to dust-suppressed surfaces

64 Sep 21, 2009 7:39 PM somewhat rough coldmix is better than dusty conditions

65 Sep 21, 2009 10:38 PM less traffic lights

66 Sep 22, 2009 3:01 AM convert dust-suppressed surfaces to class II especially when linked to major highway systems

67 Sep 22, 2009 3:20 PM pothole repair

68 Sep 22, 2009 3:23 PM turning lanes and wider shoulders for pedestrian safety

69 Sep 22, 2009 3:32 PM widen ditches/shallower slopes

70 Sep 22, 2009 4:34 PM resurface RR 215 from Hwy 16 to Wye Rd

71 Sep 22, 2009 4:59 PM convert Class IV to Class II

72 Sep 22, 2009 7:25 PM smooth out/re-gravel on gravel roads

73 Sep 22, 2009 9:30 PM not wide enough

74 Sep 22, 2009 9:48 PM upgrade Twp 510

75 Sep 23, 2009 2:26 AM trees cut in order to see stop signs

76 Sep 23, 2009 3:20 AM look for recycled surface products

77 Sep 23, 2009 3:12 PM centerline for reference especially at night

78 Sep 23, 2009 3:40 PM utilize higher visibility stop signs (e.g. RR 222 and Wye Road)

79 Sep 23, 2009 4:08 PM slowing down reduces problems

80 Sep 23, 2009 4:31 PM add stripes to all paved roads regardless of widths

81 Sep 23, 2009 5:04 PM improve base stability so roadwork lasts longer

82 Sep 23, 2009 5:17 PM cut down hills

83 Sep 23, 2009 5:26 PM Uncas Road south of Hwy 16 narrow and high bus route

84 Sep 23, 2009 5:45 PM snow removal

85 Sep 23, 2009 5:50 PM upgrade to hotmix

86 Sep 23, 2009 5:57 PM dust suppressed surfaces saves windshields

87 Sep 23, 2009 6:00 PM ditch/shoulder brushing

88 Sep 23, 2009 6:13 PM please keep branches and trees well back from rural intersections

89 Sep 23, 2009 8:06 PM fix RR 215

90 Oct 7, 2009 9:10 PM need to be smoother

DATA FOR CHART 1

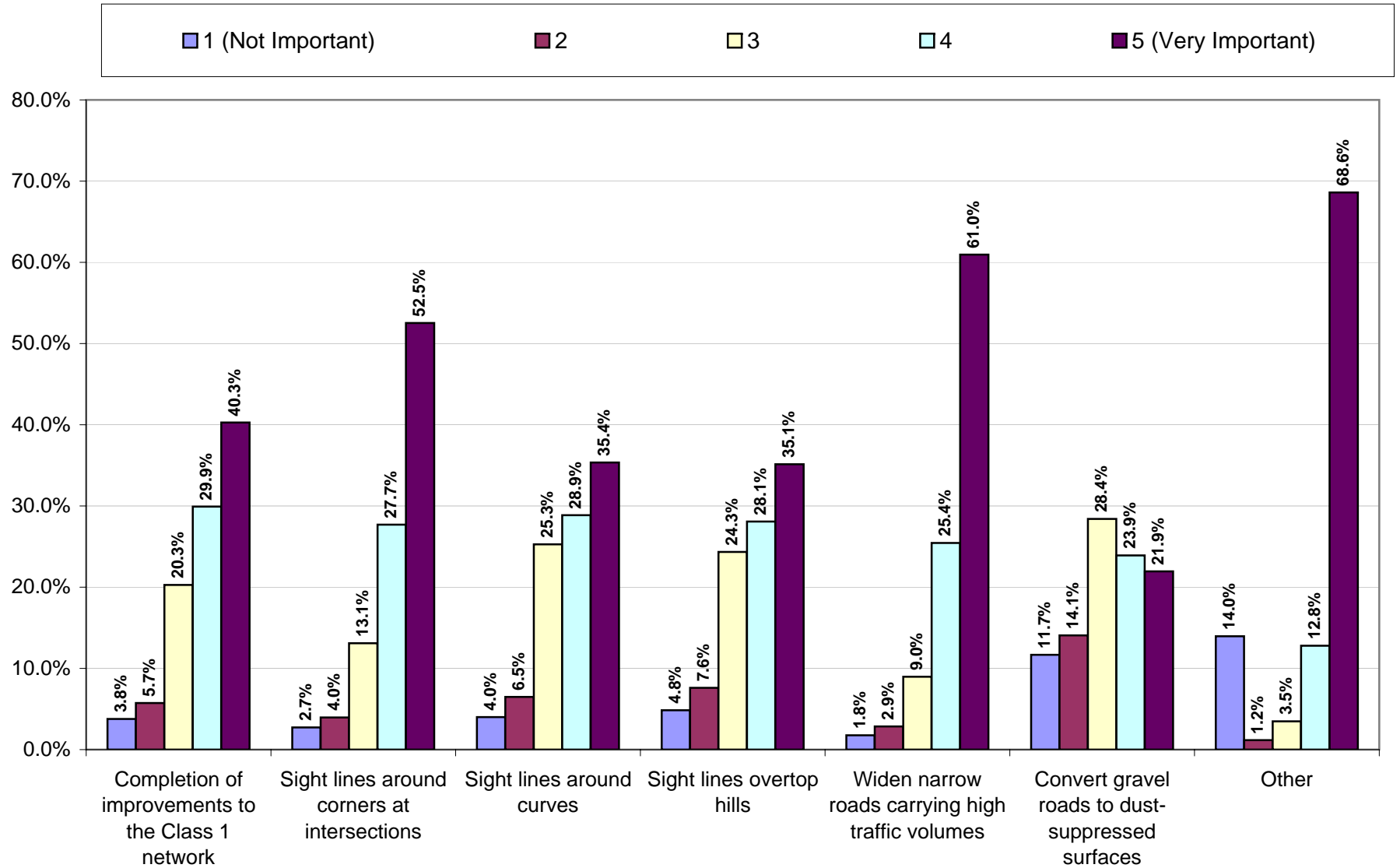
8. For roads that you drive often, indicate the degree of importance that should be given to EACH of the following types of road improvement in rural Strathcona County.

Answer Options	1 (Not Important)	2	3	4	5 (Very Important)	Average Rating	Response Count
Completion of improvements to the Class 1 network	3.8%	5.7%	20.3%	29.9%	40.3%	96.5%	715
Sight lines around corners at intersections	2.7%	4.0%	13.1%	27.7%	52.5%	98.9%	733
Sight lines around curves	4.0%	6.5%	25.3%	28.9%	35.4%	97.7%	724
Sight lines overtop hills	4.8%	7.6%	24.3%	28.1%	35.1%	97.6%	723
Widen narrow roads carrying high traffic volumes	1.8%	2.9%	9.0%	25.4%	61.0%	99.2%	735
Convert gravel roads to dust-suppressed surfaces	11.7%	14.1%	28.4%	23.9%	21.9%	96.0%	711
Other	14.0%	1.2%	3.5%	12.8%	68.6%	11.6%	86
Other							90
answered question							741
skipped question							14

DATA FOR CHART 3 - COMBINED RATINGS - Highest First

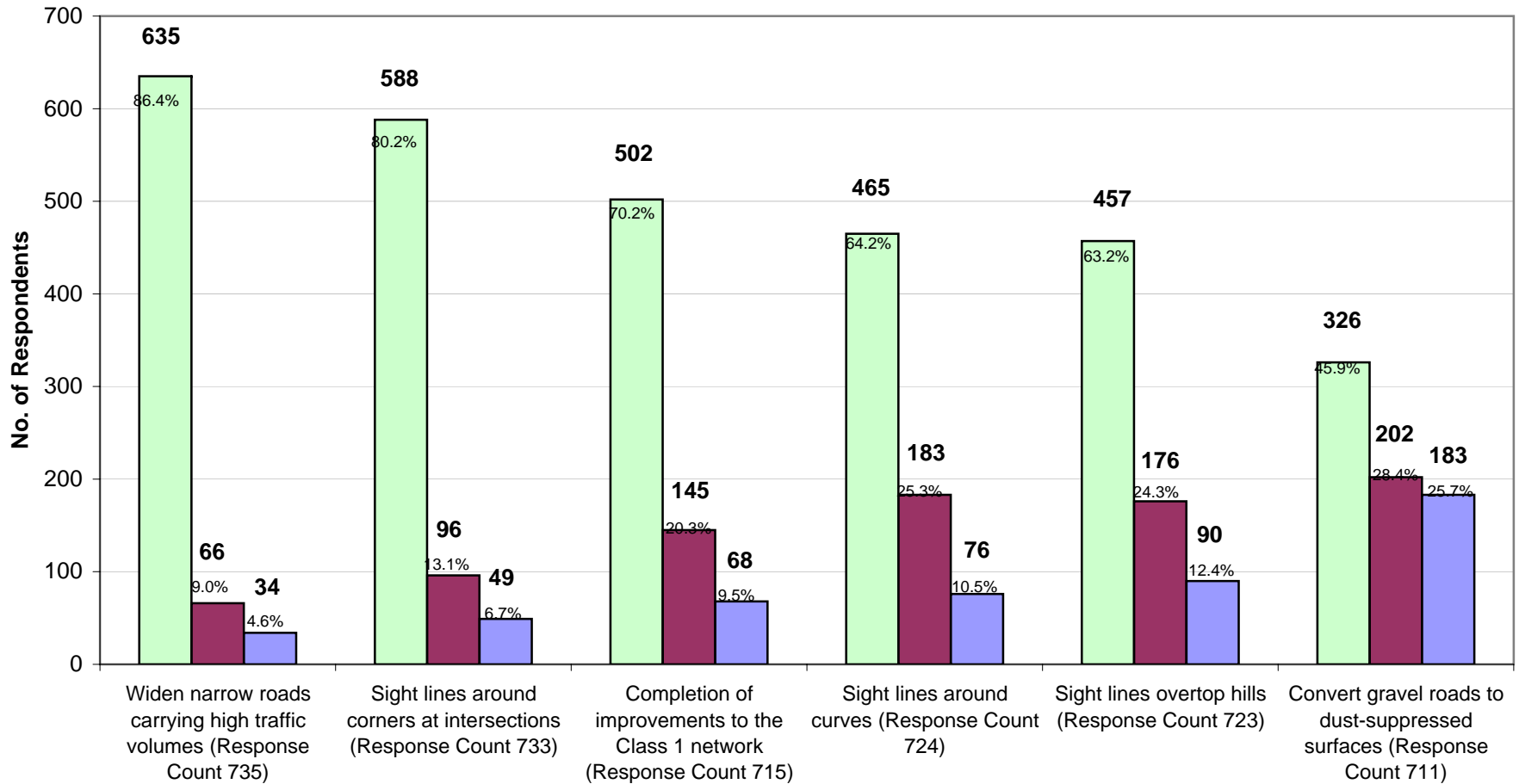
Answer Options	High Importance (Ratings of 4 - 5)	Medium Importance (Rating of 3)		Low Importance (Ratings of 1 - 2)		Rating Average		Response Count
Widen narrow roads carrying high traffic volumes (Res	635	86.4%	66	9.0%	34	4.6%	99.2%	735
Sight lines around corners at intersections (Response (588	80.2%	96	13.1%	49	6.7%	98.9%	733
Completion of improvements to the Class 1 network (F	502	70.2%	145	20.3%	68	9.5%	96.5%	715
Sight lines around curves (Response Count 724)	465	64.2%	183	25.3%	76	10.5%	97.7%	724
Sight lines overtop hills (Response Count 723)	457	63.2%	176	24.3%	90	12.4%	97.6%	723
Convert gravel roads to dust-suppressed surfaces (Res	326	45.9%	202	28.4%	183	25.7%	96.0%	711

QUESTION 8 : ROAD IMPROVEMENT TYPE - PERCENTAGE BASED ON 741 RESPONSES



SURVEY QUESTION 8 PRIORITIES FOR DETERMINING ROAD IMPROVEMENTS

■ High Importance (Ratings of 4 - 5)
 ■ Medium Importance (Rating of 3)
 ■ Low Importance (Ratings of 1 - 2)



Strathcona County Sustainable Rural Roads Master Plan Study 2009

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

[illegible]

Number	Response Date	Other
1	Sep 10, 2009 7:21 PM	Rural road maintenace should include widening the road surface at bends.
2	Sep 11, 2009 3:17 PM	involve cyclists in the process - lots of road cyclists use these roads and should have input. There is a lot of narrowing of roadways in the country. This is not conducive to large trucks and heavy machinery used on these roads, and it is especially unsafe during winter months when extra narrowing of
3	Sep 11, 2009 9:05 PM	the roads occur due to grating and snow banks Stop wasting money on the gravel network with no traffic as compared with the high-volume class 1 network that sees little spent on it. Somebody's got to give their head a shake at the County! Our
4	Sep 12, 2009 12:43 AM	Councillor continues to suppress rural road improvements...we want Township Road 520 upgraded, as promised!!! Very strange wording on some of these - perhaps you should really ask the question rather than suggesting an answer - ie when resurfacing or repairing roads the width should be maintained - does not
5	Sep 13, 2009 1:24 PM	matter how this is done - through recycling or other methods
6	Sep 14, 2009 7:24 PM	Many times the spot repairs make for a very rough road (Wye Road through Sherwopod Park)
7	Sep 14, 2009 9:57 PM	Whoever designed this survey did a less than perfect job.
8	Sep 14, 2009 10:00 PM	Again, put down proper bases in the first place. It seems to me, that all spot repairing makes the roads worse. Also the class III, it is a farm road and should be noted that the colony increases the traffic volumes dramatically at certain times during the year. There is also an increased traffic volume due to the oil head maintance, and oil head observing in these areas. The "dust control" in residential areas are very poor, our family, animals and house are all
9	Sep 14, 2009 10:45 PM	affected by the dust in the Class III area. The big trucks come speeding down the road and the dust lingers for a long time in the yard. I think these roads should be upgraded. Hire some summer students to drive the various roads during rush hours and complete a survey (e.g. number of close calls with pedestrians, number of close calls with oncoming traffic due to absence of a
10	Sep 15, 2009 3:06 AM	painted line on Class II road, etc.).
11	Sep 15, 2009 1:58 PM	Quality workmanship is necessary. Don't spend good money after bad...
12	Sep 15, 2009 2:11 PM	Recycle existing pavements because we do not have an endless supply of petroleum products - this would probably be better for the environment.
13	Sep 15, 2009 10:22 PM	-textured surfaces at inclines and intersections may reduce use of salts in winter
14	Sep 16, 2009 3:20 AM	road side improvement maintenance ease.
15	Sep 16, 2009 9:52 AM	Reduce spot repairs by building a better quality road to start with. If the road is made properly it should not need spot repairs for several years. Don't cheap out when building them.
16	Sep 17, 2009 3:14 PM	Try to maintain roads as reasonably priced as possible to avoid continual raising of taxes.
17	Sep 17, 2009 4:44 PM	need a better quality job when resurfacing Do not resurface just in patches of non continious sections unless filling specific potholes. if the road is crumbling anywhere chances are the rest of the road is not far behind in poor condition.
18	Sep 17, 2009 11:18 PM	Lay continious asphalt of equal width per 2 mi lenthns minimum.
19	Sep 18, 2009 2:22 PM	When they repave do a proper job of it. Several repaved roads this year were in worse shape after. Washboard wavy payment.
20	Sep 18, 2009 3:03 PM	increase spot repairs to extend road life span not in lieu of avoiding resurfacing of badly damaged roads.
21	Sep 18, 2009 4:01 PM	Condition versus political ward
22	Sep 18, 2009 4:19 PM	synchronize traffic lights
23	Sep 18, 2009 4:25 PM	monitor and police overloads during bans/restrictions 24 hours per day
24	Sep 18, 2009 4:52 PM	resurfacing as necessary to spend less tax dollars
25	Sep 18, 2009 5:07 PM	stop paving and re-paving roads and upgrade those that need it...Twp Rd 520!
26	Sep 18, 2009 5:09 PM	hire competent road contractors to do the work
27	Sep 18, 2009 5:14 PM	I do not think that crack filling etc. "pot hole" repairs is that effective
28	Sep 18, 2009 5:20 PM	? We do not have a good road now
29	Sep 18, 2009 6:50 PM	speed limits
30	Sep 18, 2009 6:53 PM	keep roads in good shape
31	Sep 18, 2009 7:21 PM	Roadside Improvement
32	Sep 18, 2009 7:43 PM	Twp 512 is dug up every year and a proper surface would stop that amount of maintenance and reduce cost! We live on Twp 534 between Rge Rd 212 and 213. Twp 534 is graded and oiled at least once a year, which is appreciated but the work is so temporary. The road degrades very quickly into major ruts and
33	Sep 18, 2009 9:47 PM	potholes. The ruts are dangerous for small cars. Could the road not be built up a bit, as it is in a swampy area and I wonder the value of the grading? narrowing effect of successive overlays is a very big safety problem. Reduces oncoming traffic passing safety clearances especially with the increase of personal truck traffic. Sharp shoulders not visible in
34	Sep 19, 2009 1:17 PM	winter. Dangerous for School busses
35	Sep 20, 2009 4:59 AM	Again as you mention schedule maintenance rather than overlaying fixed km's. Often I have resurfaced km's that truly did not require it when compared to roads only a few more km's away.
36	Sep 20, 2009 3:29 PM	The four lane part of the Wye road needs to be resurfaced not patched KEEP NATURAL TREES & WETLANDS INTACT;
37	Sep 21, 2009 3:44 AM	THE POTHOLES BY WALMART ON RG RD 233 WERE BAD THIS YEAR. Just to elaborate on the fourth item above: It seems roadways closer to or in Sherwood Park seem to get far more attention than the more rural roads. I've seen paving done on roads in town and wondered
38	Sep 21, 2009 3:56 AM	why a relatively good road is being repaved when some rural roads are in desperatte need of improvement.
39	Sep 21, 2009 4:57 AM	We get a lot of continued patching on our road & it looks like the worst road around here& we keep getting an increase in taxes!
40	Sep 21, 2009 1:03 PM	I feel it is very important to put overlays to the edge of the existing pavement. I have noticed roads are narrowing every time an overlay is put on. Sharp edges are also being left when overlay is applied. The width of RR 213 between Hwy 16 and Twp 524 is varying and incredibly dangerous, especially when school buses go flying down and they ar ein the middle of the road. Also RR 212 from Twp 524 to almost Wye Rd, this road is incredibly dangerous. My car has bottomed out several times, due to ridiculously severe holes and ruts. I have called numerous times to no avail and since the county put our
41	Sep 21, 2009 1:15 PM	mailboxes there we are forced to use it. Other residnets may drive through Farrell as an alternate route but, I pay my taxes, so why should I have to do this simply because the road is bad. PATCH JOBS ARE EXACTLY THAT. PROGRESSIVE DETERIORATION AND LITTLE BENEFIT. IF HALF THE ROAD NEEDS PATCHING, REDO IT. IT WILL LAST LONGER AND COST LESS IN THE END. IF IT DOESN'T
42	Sep 21, 2009 2:08 PM	NEED WORK, DON'T DO IT. IF IT AINT BROKE DON'T FIX IT. PATCH ONLY IF DANGEROUS AS A TEMPORARY MEASURE.
43	Sep 21, 2009 3:42 PM	Improper crack filling (e.g. 1" high with stone chips and tar ruins the road surface; Wye Road west of Hwy 21 to Hawthorne Street).
44	Sep 21, 2009 3:59 PM	high traffic roads should be a standard width
45	Sep 21, 2009 4:28 PM	gravel roads need coldmix surfaces
46	Sep 21, 2009 4:53 PM	linking roads
47	Sep 21, 2009 5:07 PM	resurface RR 222 south of Wye Rd
48	Sep 21, 2009 5:35 PM	Beaverbrook Estates was re-paved last year. As you come in off Baseline take a look at the crack alongside the east ditch. I think this winter the road will break off due to the depth of this crack.
49	Sep 21, 2009 5:49 PM	limit load allowances on coldmix roads
50	Sep 21, 2009 7:22 PM	use less oil in asphalt mix (example RR 225 south of Wye Rd from 522 to 520)
51	Sep 21, 2009 7:39 PM	road users complaints indicate potential problems to be addressed
52	Sep 21, 2009 7:51 PM	keep a lid on tax increases to the residents in the budgeting process
53	Sep 21, 2009 7:57 PM	cost effectiveness

54 **Sep 21, 2009 9:46 PM** spot repairs are frequently of poor quality
 55 **Sep 21, 2009 10:08 PM** bicycle path from Sherwood Park to Ardrossan to get cars off the road
 56 **Sep 21, 2009 10:38 PM** less traffic lights
 57 **Sep 21, 2009 11:33 PM** I think that just spot repairs on heavily used roads is not a good idea.
 58 **Sep 22, 2009 3:05 AM** reduce frequent use of oil for dust-suppression roads by changing to cold mix
 59 **Sep 22, 2009 3:20 PM** complaints and damage reported
 60 **Sep 22, 2009 3:24 PM** improve shoulders at intersections
 61 **Sep 22, 2009 3:32 PM** don't mow or spray between April 1 and July 31
 62 **Sep 22, 2009 3:57 PM** environmental sustainability considerations - budget considerations
 63 **Sep 22, 2009 4:34 PM** resurface RR 215 from Hwy 16 to Wye Rd
 64 **Sep 22, 2009 5:56 PM** Spot repairs, although relatively important in the short term, should not be relied upon to give long term relief! This just does not happen.
 65 **Sep 22, 2009 7:25 PM** maintenance of gravel roads with graters
 66 **Sep 22, 2009 10:01 PM** do it properly the first time - rework wastes money - quality control required
 67 **Sep 22, 2009 10:53 PM** crack filling makes road bumpy
 68 **Sep 23, 2009 4:32 PM** reduce wasteful spending in other areas to improve condition and safety of roads
 69 **Sep 23, 2009 4:50 PM** spray injection for crack sealing
 70 **Sep 23, 2009 5:05 PM** roads in "farm" areas need to be wider to accommodate increased equipment size plus plant traffic travelling at excessive speeds
 71 **Sep 23, 2009 5:12 PM** Insufficient information for public to make an informed recommendation. Improving roads in rural areas results in higher speeds on roadways. They are fine as is!
 72 **Sep 23, 2009 5:15 PM** work on roads on an as required basis
 73 **Sep 23, 2009 5:45 PM** snow removal
 74 **Sep 23, 2009 5:57 PM** should be redone totally - not just repaired
 75 **Sep 23, 2009 6:14 PM** when crack filling do it properly - I'll explain after 26 yrs of watching them fill the hole and drive away
 76 **Sep 23, 2009 6:34 PM** try to find alternatives to rock chips as it is destroying windshields and that is costly
 77 **Sep 23, 2009 7:54 PM** Not an every year solution
 78 **Sep 23, 2009 8:06 PM** fix RR 215
 Park Paving recycled asphalt 2 consecutive years on Range Road 224 (2007 and 2008) and the job they did was extremely poor quality, poor workmanship and took way too long for a 2 mile strip. If this is what is referred to in the 2nd question, then our answer would change.
 79 **Sep 24, 2009 3:32 AM** Another company resurfaced our road this year with new asphalt and did a superior job, completed in good time, widened the narrowed road from the recycle done the other 2 years.
 80 **Sep 24, 2009 4:25 PM** outsource repairs and overlays
 81 **Sep 24, 2009 8:30 PM** thought the County was already doing this
 82 **Oct 7, 2009 9:43 PM** do not use rubber tire packers leaving ruts in redone surfaces! Use a steel roller to produce a smooth surface that does not collect water and lasts longer than the rubber tire packed groovy ones

Data for Chart 1

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

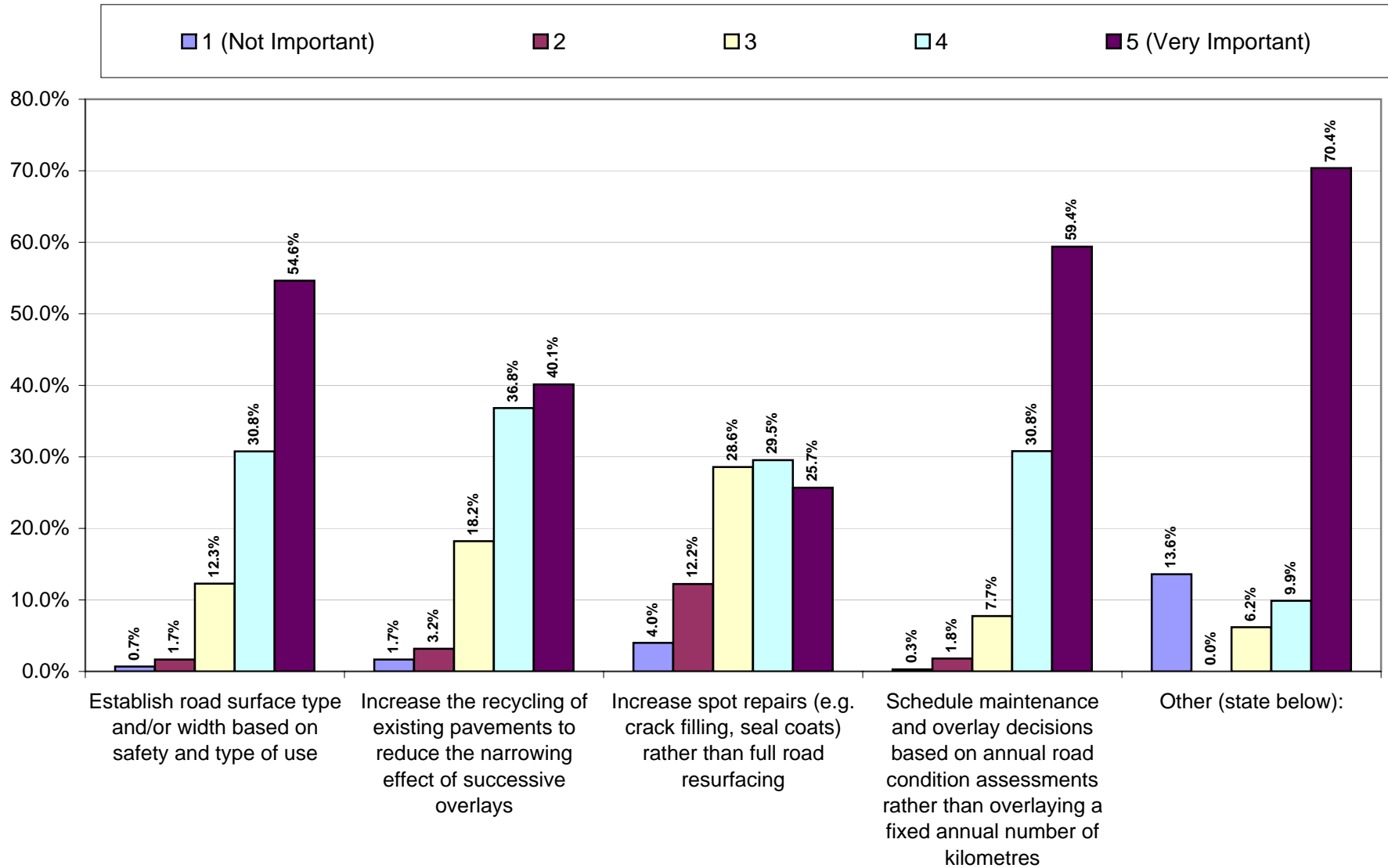
Answer Options	1 (Not Important)	2	3	4	5 (Very Important)	Rating Average	Response Count
Establish road surface type and/or width base	0.7%	1.7%	12.3%	30.8%	54.6%	98.2%	725
Increase the recycling of existing pavements	1.7%	3.2%	18.2%	36.8%	40.1%	98.2%	725
Increase spot repairs (e.g. crack filling, seal c	4.0%	12.2%	28.6%	29.5%	25.7%	98.6%	728
Schedule maintenance and overlay decisions	0.3%	1.8%	7.7%	30.8%	59.4%	98.1%	724
Other (state below):	13.6%	0.0%	6.2%	9.9%	70.4%	11.0%	81
Other							82
answered question							738
skipped question							17

Data for Chart 4- Combined ratings Highest First

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

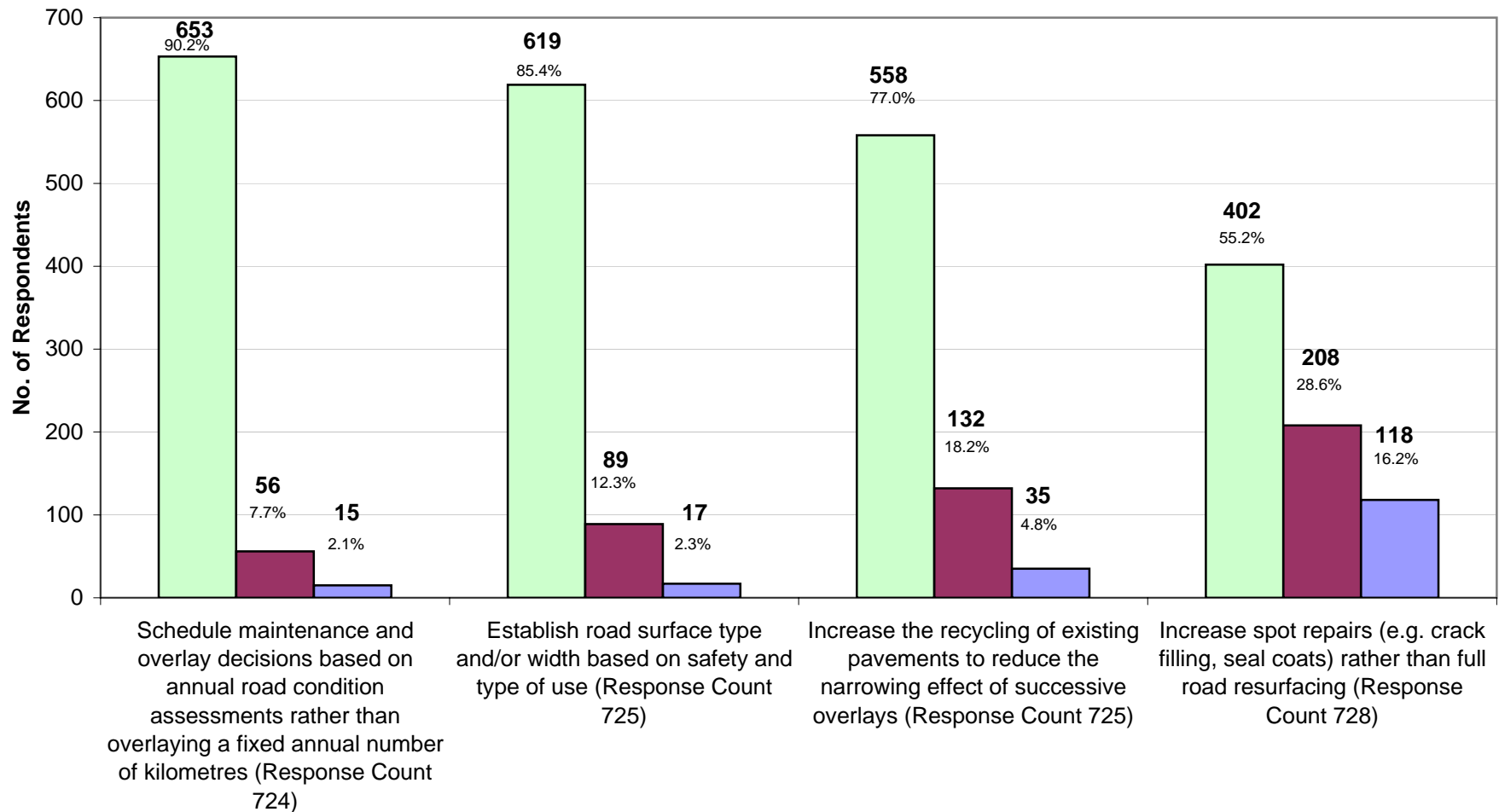
Answer Options	High Importance (Rating of 4 - 5)	Medium Importance (Rating of 3)	Low Importance (Rating of 1 - 2)	Response Count
Schedule maintenance and overlay decisions	653	56	15	724
Establish road surface type and/or width base	619	89	17	725
Increase the recycling of existing pavements	558	132	35	725
Increase spot repairs (e.g. crack filling, seal c	402	208	118	728

Question 9 - SUSTAINABILITY MEASURES - PERCENTAGES BASED ON 738 RESPONSES



SURVEY QUESTION 9 IMPORTANCE OF BUDGET AND ENVIRONMENT SUSTAINABILITY MEASURES

■ High Importance (Rating of 4 - 5)
 ■ Medium Importance (Rating of 3)
 ■ Low Importance (Rating of 1 - 2)

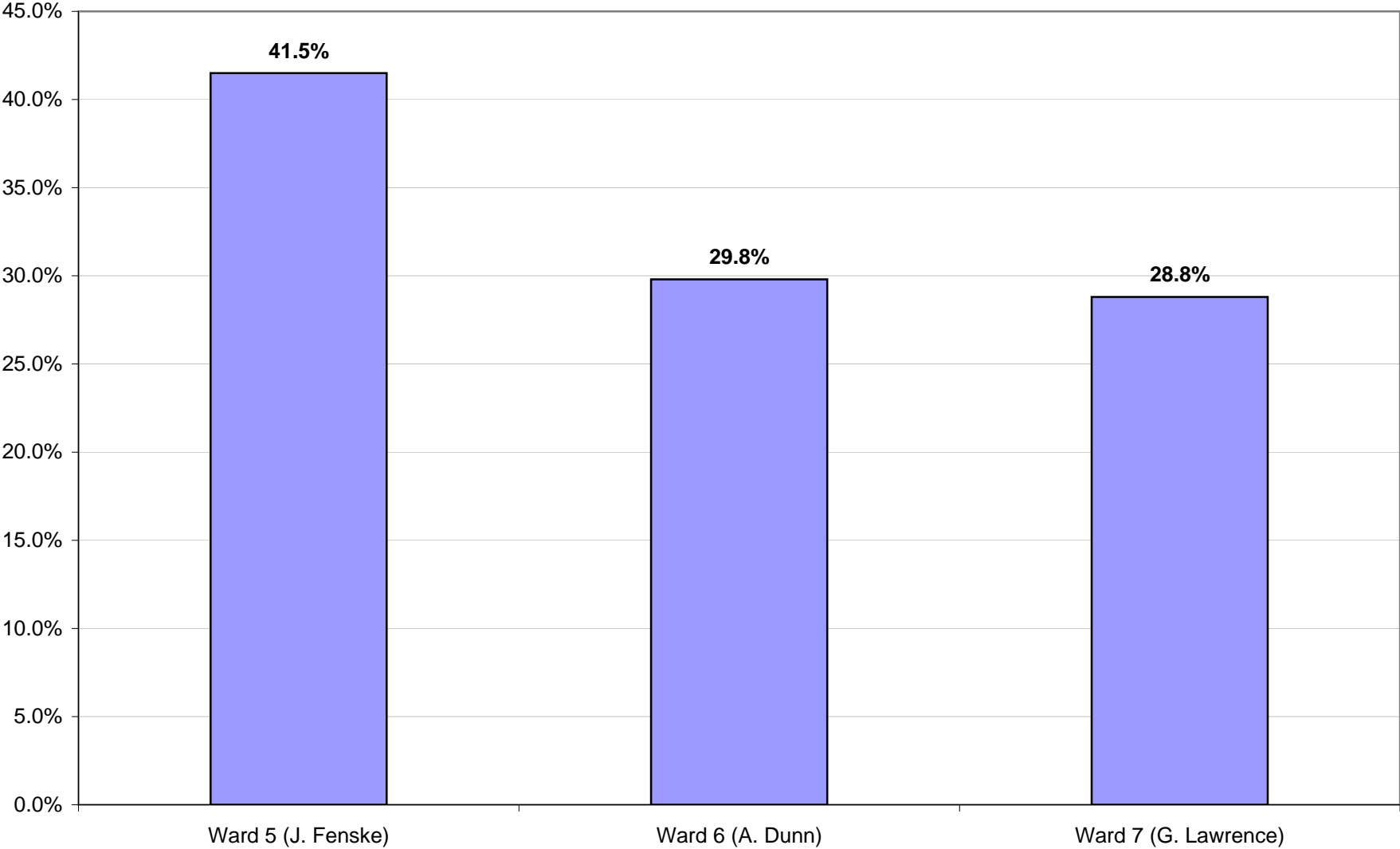


Strathcona County Sustainable Rural Roads Master Plan Study 2009

10. Indicate the Electoral Ward in which you live

Answer Options	Response Percent	Response Count
Ward 5 (J. Fenske)	41.5%	284
Ward 6 (A. Dunn)	29.8%	204
Ward 7 (G. Lawrence)	28.8%	197
<i>answered question</i>		685
<i>skipped question</i>		70

Question 10 : WARD RESPONSE RATE - PERCENTAGES BASED ON 685 RESPONSES



Strathcona County Sustainable Rural Roads Master Plan Study 2009

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

Answer Options	Response Count
	487
<i>answered question</i>	487
<i>skipped question</i>	268

Number	Response Date	Response Text
1	Sep 10, 2009 9:51 PM	Snow clearer excellent but would like to see less gravel graded into ditch. We mow and maintain our ditches to keep weed under control and gravel is hard on our large mower.
2	Sep 11, 2009 3:19 PM	we are lucky that we have such a unique rural/urban mix, but need to make sure all the people who should have input are at the table - involve teh cyclists/runners/dog walkers/horse walkers/other sports who use those roads too. you will see things from a different perspective, but an important one.
3	Sep 12, 2009 12:48 AM	When will Township Road 520 be reconstructed? This is looooooong overdue. The state of the Class 1 network is appalling, both the improved (sic) roads and the unimproved roads. How come the County stopped rebuilding them? It seems, given what we see, that Class 2 and gravel roads get all the money...but have no traffic. Why? Our Councillor continues to stop or veto rural road improvements...we want Township Road 520 rebuilt. We've been waiting since 2001 for it to connect to Highway 21 and nothing happens. Sure, the County says the project will continue...but it's been eight years and nothing! Where is our money going? Surely not the gravel roads!!! We will be highly disappointed if things don't improve out here, given how long we've waited (patiently) for decent roads.
4	Sep 13, 2009 1:27 PM	Generally the rural roads in the county are in very good condition (at least the ones I drive). The questions are leading at times and presuppose and answer (perhaps the one the county wants!) rather than simply asking about the condition of the roads. I am not sure if this is simply lousy design of the questions or hoping to get and answer that is already on the agenda.
5	Sep 14, 2009 1:51 PM	Range Road 213 needs to be widened and resurfaced. It does not meet the standard of the new roads and in many places is only 6.25 metres (we've measured). In the winter it is extremely icy as the road is narrow and very hilly. Cars are constantly in the ditch, and if you are unlucky enough to get a bus or semi heading towards you, you might as well just pull over the to the side and start praying they don't side swipe you. 213 has just under 800 cards PER DAY that travel down it. That's insane for a road of that narrow width and that hilly. And now you want to put in a new subdivision that will just add to the amount of traffic flowing down to Uncas school? I am absolutely opposed to the new subdivision. In terms of snow clearing, Baseline road east of RR222 is always forgotten about. Its like the snow plow just turns around and goes back to Sherwood Park, because from 222 to the Park its fine, from 222 east on Baseline, its terrible.
6	Sep 14, 2009 2:05 PM	Thanks for the opportunity to send my comments. When will twp rd 520 be upgraded?
7	Sep 14, 2009 2:32 PM	I also feel that the roundabouts that have been created are a total waste of taxpayer dollars. I see people driving over the center to cut corners and one in particular does not drive out straight. Difficult for buses. And the majority of people do not signal so the flow is terrible.
8	Sep 14, 2009 6:34 PM	Completion of the overpass at Whitemud and 17th street is long overdue. Turning left off of Highway 216 onto Baseline road is one of the most dangerous traffic situations I have encountered anywhere in Alberta. Surely the cloverleaf can be completed! I live off of Rge Rd 232. This range road could use wider shoulders for bicycle traffic or a separate bicycle path.
9	Sep 14, 2009 7:24 PM	I find that everytime a range road gets a new surface it becomes narrower in spots. An example is Range Rd 223 and twp 520....recently there was some resurfacing done just north of twp 520 and Rg Rd 223....what a shock...it is so blantly obvious that the road was made so much narrower north of twp 520 on 223 for about 1 mile than what it was before the resurfacing (basically crossing the swamp water area). I actually got out of my car and measured the width. With all due respect, I just find that there is no consistancy in the road widths in the County.
10	Sep 14, 2009 7:30 PM	The Big trucks using the roads in Stathcona county are ;to me anyway; the cause of much of the deteriorating roads in the county and their access to some roads should be limited.By the way I will riase all kinds of HELL is the tax increase next year is anywhere near the18 to 20% mark that is was the year.That should be the determining factor in what we do to maintain our roads.
11	Sep 14, 2009 10:02 PM	Rural roads in Strathcona County used to be exemplary as compared to other Jurisdictions around Alberta. We prided ourselves in having well-maintained, paved (country) roads throughout Strathcona. That's no longer the case. Should we blame it on cut-backs or incompetence? I don't know.
12	Sep 14, 2009 10:02 PM	As evidenced by my earlier statements study should be given to determining the quality and quantity of subsurface materials beneath cold mix roads

13	Sep 14, 2009 10:12 PM	<p>I am not sure what ward we are in but TWP RD 523 and RR212.</p> <p>Fix roads properly the first time and build them properly the first time, and quit patching up roads, FIX THEM!! If you would fix the first time then there wouldn't have to be so much patch work done.</p> <p>Range Road 213 Norht of HWY 16 to Wye Road is a very busy road and needs to be widened. It is dangerous in passing because of the road being so narrowed.</p> <p>Range Road 212 South of TWP RD 524 needs to be completely redone and then it should be good for a few years. However it keeps getting patch work, and it is not lasting. They say it needs more traffic on it, but until it is done completly properly, it will never be a good road to use which is such a shame because people in Antler Meadows should not have to go through another subdivision to get to their home.</p>
14	Sep 14, 2009 10:17 PM	<p>change stop at 213 and baseline to stop on 213 rather than baseline to be consistent with all other baseline intersections.</p> <p>215 needs to be repaved between wye rd and hwy 16.</p> <p>add right hand turn lane from wye onto 214 southbound.</p>
15	Sep 14, 2009 10:56 PM	Safety should be the primary concern in all considerations pertaining to the state of the county's roads and intersections.
16	Sep 15, 2009 1:13 AM	Subdivision patching has been overdone. Seeing patching where it has not been necessary
17	Sep 15, 2009 2:04 AM	Overall roads are good.
18	Sep 15, 2009 2:19 AM	<p>On Range Road 215, between Wye road and Highway 16, it is in very poor condition. They spent 3 weeks *trying* to fix the road and spending money on the road which turned out to be in WORSE condition than what it was when they started. Not to mention the fact that there is now tar and gravel dents on my vehicals from having to drive through that crap AND they used our driveway as a personal parking lot for their machinery and vehicals, which I did not appreciate. It was far better off before then it is now, it was a total waste of money!!! If they are going to fix something, they should fix it right the first time!</p>
19	Sep 15, 2009 2:37 AM	<p>Overall, I would say Strathcona roads are kept in excellent condition.</p> <p>Perhaps, even, there is some unnecessary work being done of already average-fine roads. That being said, keep up the good job, but perhaps we could even save a few dollars as a county with less scheduled road work, or allocating it towards other "needier" areas - the conservation of green spaces in the county, eco-initiatives, for example.</p>
20	Sep 15, 2009 2:38 AM	Our local roads are in terrible shape. The county should have better upkeep practices. Wye Road is very rough. Perform studies on existing roads before developing other areas for housing and not being able to handle it all at once. Slow down
21	Sep 15, 2009 2:46 AM	<p>Class I - Twshp 550 - no side white lines, numerous pavement patches, painted centre line not straight - POOR CONDITION from Josephburg to Fort Sask. Road needs centre line painted from Josephburg to RR205 for winter driving.</p> <p>Patch work on subdivision road very poor. Pavement patching has been scraped away by snowplow for 2 winters and asphalt ends up in our manicured ditch for Spring.</p> <p>RR 204 between Twshp 550 and Twshp 544 Class IV - deteriorates quickly. Would Class II be a better option?</p> <p>Vegetation control was done on Parkside Estates road. Trees left standing dead and some half chopped. Is there a plan for the County to cut and remove the dead trees? Some are up to 8 ft tall. Not only shrubs.</p>
22	Sep 15, 2009 2:52 AM	Thank you.
22	Sep 15, 2009 2:52 AM	The lack of right and left hand turn lanes off of highways onto rural routes and township roads is very concerning. Our road (rr220) is on a curve on highway 14 and there are no turn lanes which means we have to use the shoulder. These areas should be widened.
23	Sep 15, 2009 3:07 AM	Please, please, PLEASE add a cycling lane to Baseline (Twp 530)... it truly is dangerous.
24	Sep 15, 2009 3:48 AM	<p>I live in one of the new subdivisions in the Ardrossan area & have to use Baseline Road every day. It is a dangerous road to travel at times due to the lack of shoulder on it. I see by the description of this road (Class I) that 1.0 meter shoulder is in the upgrading specs. Please consider that more space may be required to accomodate the increasing amount of pedestrians and cyclists that drivers have to share the road with every day. There are no places for pedestrians to walk safely (the ditch is often NOT an option) in our area. I moved from the Sherwood Park area and the walking paths there are wonderful. It would be tremendous if Strathcona County could continue these paths to follow along Baseline Road east of Hwy 21. The number of housing developments are increasing in the acreage areas, thus increasing the number of people that live out here. Please widen Baseline enough so that we no longer are afraid to walk in our community.</p>
25	Sep 15, 2009 3:52 AM	<p>Roads on 2 counties ie RR 204 needs to be paved. Start non paved roads in the other county.</p> <p>I pay the same taxes as those in Sherwood Park \$2500+ so why do I not recieve the same road service??? Feel like I am stuck with the leftovers, and when they can coordinate with Lamont- so we are lucky if we get dust control which is usually way into the summer, or near the end of the season. But 550 gets work done so the bikers (peddle bikes) can use our roads- that's bull#!\$@#\$ they don't have to come out here and impact traffic.</p>
26	Sep 15, 2009 4:01 AM	<p>Something also needs to be done with 830 (Josephburg highway) someone is going to get killed. People coming out to the plants have no respect for the roads or people who live out here!!!</p> <p>A round about was installed on Range Road 233 - this made a great improvement in traffic flow. The intersection by Walmart is awful to get through and in heavy traffic, and typically backs up through the Wye road lights. More thought needs to be put into the way that traffic flows - I support more round abouts.</p> <p>A quick note about the main (3-way) round about between Sherwood Drive and Broadmore - most people don't have a clue how to navigate this round about - put up sign. Please!</p>
27	Sep 15, 2009 4:02 AM	It is difficult to believe that it was required by the county, that a questionnaire was required to determine the conditions of the roadways. I do realize that there are many roads in the county, but if a county owned vehicle drives down a road with a substandard surface, would they not be able to report that to a central location?
28	Sep 15, 2009 8:24 AM	<p>TWP 540 should be paved in its entirety. It is an access to a golf course (Fox Run)and Legends even further down the road.</p> <p>RR 213 should be widened and improved since it is quickly becoming a main route for workers to the Shell plant</p>

29	Sep 15, 2009 1:44 PM	Width of roads seems to have become more important of late. It seems there seems to be an increasinly number of drivers who do not share the country roads. I have found that if I move to right first, the oncoming person stay almost where they are. Perhaps new drivers to rural roads with all the acerage development. Range Road 214 , north of Wye (Wellington & Caswellan Estates Area) is a narrow road and I seldom use this road anymore because of this. I have told my wife to stay off it.
30	Sep 15, 2009 2:07 PM	1) I feel strongly that Twp 520 be widened and fixed to be a Class 1 Road - it's a mess from Hiway 21 to the Ardrossan turnoff. 2) I think speed bumps (such that are used in Sherwood Park residential areas) should be put in the other small hamlets, too - esp. on the roads that go by the MailBoxes. I live in Collingwood Cove (right by the mailboxes) and the stretch of road that goes by the MailBoxes is a regular Speedway - cars zipping by at all hours of the day and night, while at the same time children play by the mailboxes regularly and people walk to get the mail - and there are no sidewalks in this hamlet so we have to walk on the road - I've seen several near misses and I truly think that speed bumps will prevent an accident that is waiting to happen.
31	Sep 15, 2009 2:24 PM	Add bicycle trails along the roads so that bicycles are not on road way -very dangerous now as shoulders are to narrow and bikes in the driving lane are dangerous especially when there are on comming passing vehicles and during rush hour on Wye.
32	Sep 15, 2009 2:32 PM	The survey talks about road improvements based on safety and traffic volumes. Another improvement that should also be based on safety and traffic volumes is the use of stop and yield signs and also traffic lights. On this point, for reasons of safety, there should be traffic lights installed at the intersections of Range Roads 231, 232 and 233 with Township Road 522. These are extremely busy intersections and are getting busier all the time. During busy times, it is extremely difficult to cross these intersections and the result is going to be more collisions. This has been a difficult survey to complete.
33	Sep 15, 2009 2:32 PM	Some of my concerns: Farm equipment size has outgrown the rural bridges in north Strathcona County causing large equipment to by-pass small bridges and re route along Hwy 15 which is far too dangerous. Replace the small bridges with culverts. Most of the damage caused by loaded trucks is a result of poor road bases in the first place. I need the roads to carry out my farming business. Upgrade the bases so I can haul a load!
34	Sep 15, 2009 2:45 PM	Firstly I think that you spend too much money on fixing roads that don't need to be fixed. I have lived in a subdivision out on RR221 and I can assure you that the work that was done this year in my cul-de-sac was definitely not necessary. Also, there was no need to do any improvements to RR221 since it was just done 2 years ago. What is amazing to me is that no work has been done on putting a shoulder on baseline road - between hwy 21 and RR222. The number of cyclists that are willing to risk their lives to get some exercise should raise concerns for the county. I would certainly like to see more focus put on improving a walking/cycling culture and less on driving. What about getting a safe access to downtown Edmonton by bike?
35	Sep 15, 2009 2:50 PM	SHAM!SHAM! Is that all we do is hire consultants? How much did this cost and really what are we going to get out of it. These people we hire(county employees) aren't they qualified to make any decisions. If not all things should go to consultants then we don't have to pay wages for people that can't make decisions. I think we got the bottom of the barrel anyway when the roads were built. Let everyone move here with no proper infrastructure. We now have the worst congested roads ever. When are you going to fix that?? SHAM! SHAM! I am just as assamed to live in this county as I am with our federal politicians.
36	Sep 15, 2009 3:23 PM	We think that it is very important to prioritize the road maintenance on the amount of traffic and the conditions of the roads.
37	Sep 15, 2009 3:37 PM	I really wish something could be done about the speed people drive, especially on Wye Road. We use that road daily and if you drive the speed limit you are still faced with people honking, giving the finger, etc. because they want to go faster. I would estimate the speed of many to be 120 to 140 klicks per hour. While improvements have been made to turn lanes (for example at Wye and 225) there is still a problem (in winter especially) as there is not sufficient space to go from 100 to stop or turning speed in the turning lane. To slow down in the traffic lane is like inviting a rear end collision.
38	Sep 15, 2009 3:51 PM	I live in Antler Meadows and use the gravel/dust road 212, daily. The road is a disgrace, especially since the road going north to Bosco is beautifully paved with asphalt. How do they rate to receive a paved road, when residents have to bump and grind each day through the small section of Antler Meadows. Could this not have been paved. When my taxes increased considerably, the road was in it's worst shape. I complained and called Mr. _____. shortly thereafter, the road was oiled and all the huge ruts in the road, shaved and pressed.... The road needs to be paved, soon before the snow flies. Please and thank you
39	Sep 15, 2009 4:12 PM	Overall our roads are good. But some roads have become too narrow which makes them dangerous especially in winter. However when widening the road the side of the road usually the ditch becomes too steep which makes things even worse; look at Brookville estates and Gunn manor.
40	Sep 15, 2009 6:50 PM	Thank you for giving us a voice. Potholes are really bad on the access road south of Wye Road off of Rge Rd 225. They are deep and increasing in frequency. Ruts are really bad at the entrance just past the mailbox to the right.
41	Sep 15, 2009 7:18 PM	Wye School is very narrow during drop off and pick of children. Rural roads are great, urban roads, WAY too many traffic lights! Try driving Baseline in the morning to Edmonton. Now, with development, Wye Rd will become the same. Why do you need lights on low volume intersections?
42	Sep 15, 2009 8:26 PM	When working on rural roads please do not damage or destroy wetlands in the name of "progress". We have little enough of these areas left. We think a total waste of money and habitat is to try to improve site lines because of hills and curves in existing roadways. This is the beauty of our country. Drivers need to be responsible enough to drive safely with existing curves and hills. We are becoming such a nanny country where we always seem to be making everyone pay for the negligence of a few.
43	Sep 15, 2009 9:28 PM	I would like to repeat, for cold mix roads, the County should stop using equipment that is too heavy for the road. Two roads recently re-done in our area were immediately and permanently damaged by the equipment used to re-do them. The equipment leaves large ridged tracks and time and hot weather does NOT smooth it out. Why would the County go to all the trouble and expense of resurfacing the road and then immediately put ruts in them? Doesn't make any sense.
44	Sep 15, 2009 10:28 PM	-promote (subsidize) piped water to reduce water truck traffic -encourage school bus pooling (not unusual to see 3 partly filled buses in a CR) -increase spring road ban enforcement (a single officer for 3 weeks would cost less than \$10,000 and the potential road damage avoidance would justify it) -intersections are the biggest safety risk; an injury/death costs society 100's of 1,000's of \$'s; a regular brushing program supplemented by some add'l bucks to do some earthwork and fencing makes sense (or is that cents?)

45	Sep 16, 2009 1:21 AM	In the eleven years we have been living just off of Twp. Rd. 512 only band-aid measures , and some of those were terrible, have been taken to maintain or "improve" that road. Yet, drive closer to Sherwood Park and we have found roads that were in fine condition being redone. Both are a waste of our tax dollars. Why not just fix it properly the first time rather than the seasonal worsening jobs of the past?
46	Sep 16, 2009 3:26 AM	consider east/west road/trail secure developement between highway 16 and Wye road: from highway 21 to range road 220: budget for property acquisition.
47	Sep 16, 2009 3:55 AM	It is a high degree of idiocy to put traffic calming circles on high traffic volume roads such as range road 233. It should be taken out and replaced with a traffic light. The people responsible for this should be fired!!
48	Sep 16, 2009 9:55 AM	I live at _____ and I am sure my road gets the Grader on it at least three times during the summer. If it was repaired properly in the first place, less maintenance would need to be done on it. Remember, measure twice, cut once.
49	Sep 16, 2009 1:19 PM	I have no idea what electoral ward I reside in we live in Sconaglen
50	Sep 16, 2009 1:43 PM	Thank you for taking the initiative to ask county residents for their opinion. It will be real nice if you actually take our opinions into consideration when making the decisions of which roads to fix.
51	Sep 16, 2009 3:00 PM	The narrowing of the roads is a major problem, especially in winter when the driveable amount of road decreases even more, especially with the large trucks and farm equipment on the road. Why are private vehicles expected to pack down Class IV roads, with the result being stone bruises and windshield chips? Are rural residents getting value for the taxes collected outside of Sherwood Park? Compare the quality and quick repair to roads in Sherwood Park to the years of neglect of rural roads.
52	Sep 16, 2009 4:08 PM	I think Strathcona County has an excellent overall Rural road system. My only suggestion would be widening the high volume Range Roads.....Can be tight passing a big motorhome/school bus or semi-truck!!!! Expecially in the winter.
53	Sep 16, 2009 5:25 PM	Re: the stretch of road on Baseline (twp540) between 211 and 210 This stretch of road is the only segment in the area without paving and it seems to be maintained very ineffciently. It is repaired at least twice in a summer, if not more, and as soon as any heavy equipment or horse trailer goes down it, it degrades at the edges and gets washboard and potholes where it joins paved road, ie., at either end. The amount of time crews spend fixing potholes or regrading because of damage the last crew did seems ridiculous. I think it would cost less time and labour to just pave it.
54	Sep 16, 2009 5:27 PM	Just moved here don't know which ward I live in. Ardrossan. I have come across lots of cyclists and large groups of cyclists on RR223 this summer and seen some close calls with traffic swinging wide into the oncoming lane to give them room. A shoulder for the cyclists would be safer for them, and single file should be a must.
55	Sep 16, 2009 5:41 PM	Fix the main roads first, Baseline and Wye road are filled with makeshift patches that make the road rough. I think there would be less shortcutting through residential neighbourhoods if the main roads were in better shape and the traffic lights were synchronized.
56	Sep 16, 2009 6:50 PM	Please finish the work on Hwy.21 this fall
57	Sep 16, 2009 6:50 PM	Every time this road has been resurfaced it is getting narrower. It will some day be a triangle.
58	Sep 16, 2009 8:53 PM	In the spring I phoned about a pothole, and it was fixed within a week! Good job!
59	Sep 16, 2009 9:39 PM	I can only speak about roads that I use, but the intersection of TWP 530 and RR211 is problematic on the east side of the intersection because it is a Class IV road when the rest of the TWP530 at that point is I believe a Class II road. I know it's not likely that that small stretch of TWP 530 between RR211 & 210 will be made into a Class II road (though it's the only part of TWP 530 that isn't paved!), but there are always rather deep ruts/potholes as you approach the intersection (westbound) because that's where vehicles come to a stop and start up again (heading westbound on TWP 530 at RR211). If at least some pavement was provided as you approach the intersection, it is likely that the ruts/potholes wouldn't happen as easily and you wouldn't have to come by twice a year to regrade the road & fill the potholes. I imagine this would be the same story in other situations in the county where Class III or Class IV roads come to an intersection, so perhaps we could consider at looking at whether paving a car length worth of road as you approach an intersection would be beneficial?
60	Sep 16, 2009 9:43 PM	We use twp rd 542 and range road 224 as a access route to Fort Saskatchewan on a regular basis. Twp rd 542 has been rapidly deteriorating over the last two years due to the increase in heavy farm trucks and gravel trucks that appear to be using it as a way to get around the lights on hwy 15/21 through Fort Saskatchewan between sec. hwy. 830 and hwy. 21. Range road 224 is to narrow and lacks center marking. Although it has been repaired in the area of the jail it is very rough (wash board). One time this summer I was procedeing north and it caught me completely off guard. As a result of the washboard surface I lost control and almost ended up in the ditch. Shortly after that they closed the road for a day or so and I thought it was to repair the road.
61	Sep 16, 2009 9:54 PM	That was over a month ago now but I have not seen any significant improvement and find it necessary to slow down to below the speed limit in order to feel safe on that stretch of road now. More frequent cleaning of range roads and subdivision roads during the winter and summer would be appreciated.
62	Sep 16, 2009 10:45 PM	I have a great concern over the Wye Road (east bound) narrowing by two lanes (from four lanes to two lanes) at the same time. That is bound to cause accidents! The county will be responsible . It is a trapp.
63	Sep 16, 2009 11:03 PM	All roads in the county should be maintained properly epecially the roads leading to Shell Scottford and all plants because the size of the vehicles are large and ruin the roads quickly. Therefore proper pavement should be applied so it doesn't crack so quickly. The speed limits should be more inforce and proper signage in place and better controlled.
64	Sep 16, 2009 11:31 PM	Overall I feel the roads are in pretty good shape. I would like to see the roads cleared of snow in the subdivisions more often in the winter.

		we are verty concerned about the intersection of Highway 21 and Township 522 Traffic is high and lights must be implemented. Also there is a need for more walking/bike paths to commute safely from the rural areas to the city. Noise on Hiway 21 is heard over 2 miles away now so why were burm walls not implemented?
65	Sep 16, 2009 11:36 PM	The roads are generally kept in good reapiir and snow cleared quickly in the winter but traffic is a problem
66	Sep 17, 2009 12:02 AM	For the most part, the rural roads that I travel in the county are in pretty good shape. I live off of 21 and find that the roads within Sherwood Park itself are in rougher shape then the roads out in the outskirts. Again this is all based on traffic conditions. The number of oversized and overweight loads that travel thru the park is definately increasing as well, putting more wear and tear on our roads. I see them all the time as I am driving to work, could be lost drivers not sure, but many realize that they are in the wrong area and head down cloverbar road off of baseline, and this is coming off of hwy 21.
67	Sep 17, 2009 12:06 AM	Township Road 520 between Range Road 222 and Highway 21 is dangerous and should be upgraded to at least the status of TWP 530. Another option is the upgrade of Range Road 222 to provide better access to the provincial highways already in place. I know of a couple of fatalities and multiple collisions on TWP 520. The sight lines, drainage and condition of the road are poor. I believe the site lines from the Fultanvale approach and homeowners along that stretch of 520 (between 222 to 224) must have visibility issues because they often try to turn onto 520 when it is not safe to do so. If this stretch of road can not be upgraded then I think options need to be provided to resident's to either access Highway 14, 21 or Whitemud Extension in a safer manner.
68	Sep 17, 2009 2:20 AM	Existing range roads are being kept too narrow for traffic volumns as water truck and or school bus passing insufficient width of paved surface for safe passage. Roadways are not kept at summer widths in winter therefore driving surfaces are minimal with snow build up on edges of up to 2 to 3 feet encroachments. Roadways at present time seem to meander at the paved surface therefore at night driving drop off edge may be 2 feet narrower than the original road base. An example is Range Rd 223 at Twp 520, the new pavement narrows 5 feet crossing twp rd 520 and is extremely steep....no 4 to 1 grade of pavement or underlying road. Another example is the Wye road going east, on September 16th at about 5:00 P.M. all speed signs had been black bagged and no constructions signs were visible (between RGE 225 and 223 . as that is as far as I travel) and crack sealent was applied during the day sometime and very loose gravel was left on surface without any warning or speed indicators. Cars seemed to go at 120KM and I'm sure that no speeding ticket would have stood up in court as it seemed to be a free for all on the Wye Road. I do not think it was the County that did this, but should be supervising more closely the su that do this kind of work. Thank you
69	Sep 17, 2009 2:44 AM	I live in the _____. Our subdivision road was repaved this year. The job that was performed ended up very nice but it was entirely unnecessary. The existing road was in more than satisfactory condition and a really poor choice of projects and waste of tax payer dollars. It's hard to swallow this kind of waste along with a \$300 increase in my property taxes.
70	Sep 17, 2009 2:53 AM	As I've stated to you before, you repair roads from beginning to end whether they need it or not. You should only repair the portion of the road required. Sometimes you rip up a whole mile when there was only a small sestion (100 Feet) in need of repair.
71	Sep 17, 2009 3:39 AM	Keep the surfaces in good shape but don't worry about curves and hills which we enjoy driving on. That is why we live in the country.
72	Sep 17, 2009 2:54 PM	The speed limit for water trucks on rural roads should be reduced, I believe that many of the roads are in poor condition because of them.
73	Sep 17, 2009 3:16 PM	RR225 south of Wye was re-surfaced in 2008 and the job was very poorly done. It is now rough and has washboard areas. It was in much better condition prior to re-surfacing. The County should have followed up with the contractor and insisted that it be re-done to a satisfactory level.
74	Sep 17, 2009 4:47 PM	TAKE MRE CARE WHEN MAINTAINING ROAD SURFACES. MORE TIME NEED TO BE SPENT ONCE A SEASON RATHER THAN THREE POOR ATTEMPTS IN A YEAR. A PROPER JOB WILL COST MORE BY IT WILL SAVE RETURN VISITS TO PATCH AND REPAIR CONTINUALLY AND IN THE LONG RUN COST LESS.
75	Sep 17, 2009 5:38 PM	I don't believe that the roads are getting built correctly to begin with by the contractors. Then amount of freeze/thaw damage that occurs every single year is unacceptable.
76	Sep 17, 2009 7:01 PM	It is becoming more and more annoying to hear that the market value of our homes for tax purposes is the same as Sherwood Park, and see those tax dollars being spent on projects to improve and 'beautify' the Park while Rural Hamlets receive almost nothing in infrastructure improvements. I'd like to suggest that the Rural Roads Master Plan not be developed in isolation. Strathcona County is one municipality, and the Master Plan needs to establish maintenance and improvements for the road network on the same basis and using the same standards as for Sherwood Park. There is considerable commercial/economic activity outside Sherwood Park, and these businesses as well as the residents deserve equal access to good roads and sidewalks. once again.....
77	Sep 17, 2009 7:14 PM	what bothers me most is that we seem to always build our urban roads for the traffic of today and not for tomorrow, we then rip up or cause more traffic delays/problems (EG: granada blvd/cloverbar road/broadmoor blvd/ whe road). i am since very disappointed in the single lane road, lakeland Blvd, which i will guarantee you will have too much traffic and too will be made into a double lane road.....why not plan for the future? can we not look ahead? this will save money in the long run. as well we need more bike paths to connect the close rural subdivisions to the urban roads. (EG: fountain creek to sherwood park etc) lastly can we not widen RR 233 north of whitemud ext? the traffic on this road is insane.
78	Sep 17, 2009 7:22 PM	I FEEL THAT THE ROADS ARE GENERALLY WELL MAINTAINED AND THAT THE COUNTY IS DOING A GOOD JOB. (PS THE SNOW REMOVAL IS EXCELLENT)
79	Sep 17, 2009 7:25 PM	Travelling from Twp. Rd. 521 into Sherwood Park is becoming increasingly difficult. Using range road 231 and trying to cross Twp. Rd. 522...Patience!!!!!!!!!!!!!! Turning left from 521 onto Highway 21...PATIENCE!!! I cannot imagine how difficult this left turn will be once we have the two lanes becoming one right at our entrance (521). Solutions.. hope you have something in mind or I am sure we will be seeing a few more accidents. Guess we could all make only right hand turns and go around via the Anthony Henday and 216!

80	Sep 17, 2009 9:03 PM	The range roads that I drive are in very good condition. However, the condition of Wye Road, especially between Rge Rd 232 and 231 eastbound, is appalling and has been extremely rough for at least 3 years. I and several other people have found that we have sometimes pulled over, thinking that we had a flat tire, when it was actually the poor road condition. This is one of the major roadways in the county. Why hasn't it been repaired PROPERLY?
81	Sep 17, 2009 9:53 PM	The Class II road I travel everyday is usually in poor condition, loaded w/potholes. The routine maintenance on this road is poor. The Caution Sign warning about the upcoming Stop Sign at the Highway 14 intersection was knocked down by a snow plow last winter and is laying in the ditch, no maintenance (grader) crews have taken the initiative to see that it gets fixed. I don't have much faith in you systems in rural areas.
82	Sep 17, 2009 10:10 PM	My name is _____. the quality of our rural roads is absolutely great!! I really appreciate all the road construction to maintain or improve our roads. The quality of the rural roads is a huge factor in the success of my business. I get several positive comments from out of county customers that say they wish they lived in a county with roads like ours.
83	Sep 17, 2009 11:41 PM	Its great we have paved roads but we should have them from the high amount of tax revenue collected from Rural Strathcona. We need a long term plan to improve the overall structure thru widening the Rg. Rds & backsloping the ditches. The paved roads provide for less road noise & dust. They also cut down a bit of vehicle wear. The supporting structure design makes for unsafe driving conditions on mainly areas of the Rg. Rds. because these road bases were built per old standards for vehicles of our forefathers. Its time to get a new overall game plan. The winter maintenance is almost non existant for sanding & snow removal & if any too late after the snow is packed thru traffic & forms a ice layer. I have experienced better maintenace in a prior conty on gravel roads in the winter from a grader but we use snow blades on trucks which should be many times faster. Do we have a shortage of trucks ? There is a issue here that has not improved over the years, this seems to be a material & management problem that you might expect from a struggling municipality. You have to get Snow plow sheds with equipment parked out in the rural areas & local operators closer to the area of work like other counties do. You have the idea with school buses, its not hard to figure out what needs to be done.
84	Sep 18, 2009 1:13 AM	Overall, we are very happy with the condition of the roads we drive on. We are a blessed county and thankful to live here. We recently had our rural subdivision road resurfaced and noticed quite a narrowing effect in some places, particularly on the curves, contrary to the statement in Q9. If I understood correctly, our road material was recycled, yet several places are narrower, and the shoulder slope steeper, with this successive layer. When snow-covered in winter, these sharp edges are nasty for catching tires and pulling you off the road when passing vehicles, particularly school busses and water trucks.
85	Sep 18, 2009 1:17 AM	Range Road 222 from Hwy 16 north to Fort Saskatchewan area MUST be assessed as to the recent and forcasted increase in traffic impact...new upgraders, etc. 1. This roadway is way too narrow for all the traffic. 2. Roadway conditions are poor...asphalt patches, gouges, etc. 3. Ditch areas need to be cleared and clean for sight lines for wildlife...deer and now moose as well!
86	Sep 18, 2009 1:33 AM	when you repair aroad do it properly. to many times i see a road repaired only to have the same ruts and potholes back a few weeks later.
87	Sep 18, 2009 1:38 AM	Overall, the roads in Strathcona County are in great shape in comparison to other rural jurisdictions such as Leduc or Beaver Counties.
88	Sep 18, 2009 2:22 AM	1. Current road resurfacing practise has resulted in sharp high drop-off edges on the roadways and will result in more roll-overs and over-corrections by drivers when being pulled into the ditch by the sharp edges. 2. Winter snow plowing should be done in such a manner so that the road edges can be easily seen.
89	Sep 18, 2009 3:12 AM	The intersection of Baseline and 213 has a high number of accidents and near misses. Most of the accidents are a result of not stopping at the stop sign. It is the only intersection east of 222 that has a stop sign. Is there a reason that the stop sign is not on the range road as all other range roads between 210 and 222? There are also no rumble strips to warn of the upcoming stop sign. There are rumble strips at 222.
90	Sep 18, 2009 3:55 AM	A concern for me is making sure roads are kept clear of snow and ice in the winter
91	Sep 18, 2009 2:26 PM	As rural residents we pay huge taxes. Our roads are pretty much the only service we get for our money and it is very important to maintain them well. Our taxes should not be going to the "County of Sherwood Park" to make it prettier in town or to fund sports or arts or other programs there programs.
92	Sep 18, 2009 3:09 PM	it seems like every time a cold mix road is resurfaced it becomes increasingly narrower. pleasant view road was totally redone and it was still in good condition overall except for a few hundred metres in a couple spots. Waste of taxpayer dollars.
93	Sep 18, 2009 3:27 PM	I THINK IT IS IMPORTANT TO REMEMBER THAT I TRAVEL TOWNSHIP ROAD 520 AND ALSO RANGE ROAD 221 ALL THE TIME. IN THE SUMMER YOU NOT ONLY HAVE TO PUT UP WITH CYCLIST BUT ALSO PEOPLE WITH TRAILERS GOING TO HALF MOON LAKE CAMPGROUND. RANGE ROAD 221 IS JUST NOT WIDE ENOUGH TO ACCOMODATE BOTH. TOWNSHIP ROAD 520 IS GREAT WHERE IT WAS WIDENED BUT THE OTHER HALF IS A NIGHTMARE. THE CYCLIST GROUPS USE TOWNSHIP 520 ALL SUMMER TO TRAIN. IT IS FRUSTRATING TRYING TO DRIVE DOWN THE ROAD WHEN YOU HAVE CYCLIST ON ONE SIDE AND THE TRAVEL TRAILERS ON THE OTHER.
94	Sep 18, 2009 4:02 PM	Have Council approve policy on prioritization, take then out of capital plan approval allocate \$, not the specific roads.
95	Sep 18, 2009 4:06 PM	County are doing roads that don't have to be done and aren't doing ones that have to be done and if are doing are doing poorly. Roads keep getting narrow after paving. Better placement of signs on rural roads and intersections (e.g. stops are in the ditch).
96	Sep 18, 2009 4:09 PM	Stop wasting money on the gravel roads with little to no traffic on them.
97	Sep 18, 2009 4:13 PM	Constant spot repairs and crack repairs on Class I roads have created a washboard effect of such magnitude as to rattle the bolts and screws out of the dash of my 2005 vehicle. Surely Class I roads deserve a more frequent resurfacing program.
98	Sep 18, 2009 4:16 PM	Overall I believe the County roads to be in very good condition. I have a problem with the drainage of the ditch on Range Road 224 Plan 5963RS Lot 14 W4-22-51-9-SW. I believe the province should be forwarding a fair share of the gasoline tax to the County to maintain the roads.

99	Sep 18, 2009 4:21 PM	If the County is serious on being green, then the traffic lights on Baseline Road desperately need to be synchronized. In the morning traffic, they are bad especially from Sherwood Drive west. Be sure to put fresh paint on base from Highway 21 east for the winter. It really increases visibility in the dark and therefore safety.
100	Sep 18, 2009 4:23 PM	Range Road widths get narrower and narrower each time the County repaves. I believe the Master Plan should be updated every 5 years and not 15 years. It is obvious the County does not care about the Rural Roads as much as Sherwood Park!
101	Sep 18, 2009 4:27 PM	Speed limits on some roads need to be enforced more so, also "non stops" at stop signs; specifically for larger trucks including gravel trucks! The narrow roads are also restrictive, especially when passing these abusive "gravel trucks", also forcing other vehicles to extreme edge of roadway.
102	Sep 18, 2009 4:29 PM	The last paving crew in Wycliff damaged the ditches, narrowed the roads and left many chunks of asphalt and gravel in our ditch so that it can no longer be mowed with a lawnmower, riding or push. The heavy equipment damaged the slope and contour of the ditch.
103	Sep 18, 2009 4:31 PM	Please build the next set of roundabouts on RR 233. The volume of traffic is getting higher as is the speed vehicles are travelling. Many vehicles still use RR 233 as a short cut either to or from the Whitemud to get across Sherwood Park. A traffic count "yearly" would reflect a more realistic dimension of the traffic using RR233.
104	Sep 18, 2009 4:35 PM	At the intersection of RR 233 and the Whitemud extension - lights are required there are times that you cannot make a left, right or straight ahead move. Or a melding lane right to the Whitemud.
105	Sep 18, 2009 4:37 PM	In regards to Class II roads: Better control of ATV use, scooter and motorcycles operated without helmets, speed control and stunting. Biggest concern is people doing twice the speed limit in an acreage setting with pets, children and joggers at high risk.
106	Sep 18, 2009 4:41 PM	We are alarmed at how our rural roads are becoming increasingly unsafe, due in part to the increase in commercial trucking. Heavily loaded trucks pound up and down our roads (starting at 3:00 am) and do extensive damage to all classes of rural roads. It is discouraging to see a road that has been recently repaired revert back to its washboard, potholed state. I would like to suggest greater restrictions on trucking (especially non-county). As well as increased road usage levels to help compensate for my recent 30% tax hike and semi-annual wheel alignment.
107	Sep 18, 2009 4:50 PM	More attention should be paid to the amount of vehicles using certain arteries in our County - especially big, heavy trucks etc. making regular use of certain roads (e.g. Range Road 232 south).
108	Sep 18, 2009 5:02 PM	Range Road 233 is a mess with alot of traffic and a traffic circle. We need to twin RR 233, remove the traffic circle (don't build another circle), build sidewalks for pedestrians, runners and cyclists to improve conditions for residents to obtain exercise in safety. With 4 major subdivisions (Fountain Creek Estates, Balmoral Heights, Sherwood Park Golf and Country Club Estates, Chrenek Acres), and alot of residents using the road, we need to open it up for faster access and street lights.
109	Sep 18, 2009 5:03 PM	Should be police patrolled stop signs. No one stops for highway and winter time some more sand in some places.
110	Sep 18, 2009 5:05 PM	When will Twp Rd 520 be fixed? Glen owes us a road!
111	Sep 18, 2009 5:08 PM	Upgrade Twp Rd 520...we've waited eight years now for this...empty promises by the politicians!
112	Sep 18, 2009 5:11 PM	Due to the most excellent pavement and perfect surface, our road (RR 220) has become an Indianapolis speed way! More bylaw/peace officer enforcement personnel required to apprehend violators. Cell phone ban is a good start!
113	Sep 18, 2009 5:14 PM	In general I believe that the road system is much improved in this County over other surrounding areas in this province.
114	Sep 18, 2009 5:17 PM	Many times we are caught off guard when meeting vehicles on Baseline Road between RR 213 and Hwy 21 and there are cyclists in numbers not moving over to the side of the road. Many times we have seen people running the stop sign on Baseline and RR 213. We're not sure how this can be handled.
115	Sep 18, 2009 5:22 PM	Potholes aren't a bad thing in county residential neighbourhoods, they slow traffic down ! I would concentrate on the main arteries, and dust suppresion elsewhere.
116	Sep 18, 2009 5:22 PM	My husband and I have lived on _____ for 18 years. It is a Class II road (paved cold mix). County crews are out here 2 or 3 times a season - the surface does not hold up. Ellerslie Road (Twp Rd 514) is a Class I road west to RR 225 - why not finish it to RR 223? I feel it is time!
117	Sep 18, 2009 5:27 PM	We live between RR 222 and 223. The condition of RR 222 (to the Northern Bear Golf Course) is a disgrace, as is Twp Rd 510. If the County is interested in attracting visitors to that golf course, serious consideration should be given to upgrading those roads or people will no longer risk damage to their vehicles. Off hand , I don't recall which ward my farm is in, but I have given you the address, so you can determine that very easily I'm sure.
118	Sep 18, 2009 5:28 PM	I could not find an e-mail address on the paper copy of this survey, so I am pleased to now be able to do it online as it saves a trip to the County Office, courtesy of the _____. Regards, _____
119	Sep 18, 2009 5:36 PM	Generally, the County rural roads are in good repair. Some of the roads in Wycliff are a bit narrow with no shoulder & steep drop offs. One area that could be improved is the clearing of brush at intersections, visibility is sometimes obscured.
120	Sep 18, 2009 6:29 PM	Snow removal merely moves snow to pile up along the edge of an already narrow road. Two cars passing one another is VERY tight. The roads need to be wider or an amendment to how the snow is removed.
121	Sep 18, 2009 6:30 PM	I think the rural roads in this County are looked after pretty well, alot better than alot of other County roads.
122	Sep 18, 2009 6:31 PM	Make sure residential areas are protected from excessive noise of high volume roadways by measures such as bermes or sound-deterrent walls. Make sure that roads are kept free of litter. Make sure that speed limits are rigorously enforced. Make sure that stop signs are visible, especially at rural road intersections.

123	Sep 18, 2009 6:36 PM	Item # 11: Due to the construction on Hwy 21 and 15 in the Fort Saskatchewan area, traffic on Twp Rd 542 and RR 224 has increased to the point that speeding and respect for others on the road is totally out of control. Increased RCMP patrol and radar are immediately required. Road repairs have made county roads narrower than they should be by resurfacing - example RR 224 from Twp Rd 542 north to Fort Saskatchewan has seen repairs done to the point that there are no shoulders on the road. In the winter time no one will move over at the point of meeting an oncoming vehicle for fear of getting too close to the edge and ending up in the ditch themselves. This is due to the sharp and soft edge on the road. In the past I have been witness to people speeding and over correcting after their vehicle is pulled down into the ditch by the non existence of the shoulder on the road. An over correction bring them back over onto the opposite side of road, thus the potential for a fatal accident.
124	Sep 18, 2009 6:38 PM	Class II resurfacing on Twp 212 made road rougher after. Please avoid laying oil that people have to drive through - hard to clean off vehicles. No speed limit signs E. on Baseline Rd from Sherwood Park? 80?
125	Sep 18, 2009 6:40 PM	I believe the current policy of coldmix in subdivisions is very important to keep!
126	Sep 18, 2009 6:42 PM	Not in bad shape. Too bad you do not do main roads anymore (Wye Rd).
127	Sep 18, 2009 6:44 PM	Make turning lanes wider so oncoming traffic is visible (e.g. RR 232 and Wye Rd northbound). Have to pull into oncoming traffic lane to see if there is any traffic coming. We'd like our potholes fixed - they've been there for years - corner of _____.
128	Sep 18, 2009 6:47 PM	I have noticed that the condition of subdivision roads in severely impacted negatively by water trucks and gravel trucks many of whom are exceeding posted speed limits. The combination of braking action and weight of the vehicles is devastating the "coldmix" roads.
129	Sep 18, 2009 6:48 PM	Consider lighting requirements to supplement road work projects.
130	Sep 18, 2009 6:51 PM	In our subdivision the speed limit is 50 kms but is seldom adhered to. Also we have a problem with off road vehicles (quads) in our subdivisions.
131	Sep 18, 2009 6:54 PM	Sight lines on all paved roads a must!
132	Sep 18, 2009 6:56 PM	Traffic circles such as the new one at Fountain Creek Estates and Sherwood Park Golf Course (RR 233) work very well! Turning left from RR 233 heading south onto the Whitemud continuance is very dangerous to head east.
133	Sep 18, 2009 6:58 PM	The roads are generally in good repair in our area. Increased traffic in recent years with the extension of the Whitemud to Hwy 21 has made the narrow roads somewhat hazardous, especially with the amount of cyclists using them.
134	Sep 18, 2009 7:00 PM	Pave RR 222 between 510 and 512. It is time to quit obeying hillside residents.
135	Sep 18, 2009 7:05 PM	It seems there is alot of improvements annually given to the roads leading to councillors homes. RR 204 & 221 should be improved to their Class I status because of their high traffic volume and poor visibility issues. There will never be enough public outcry for either of these roads as they are used to connect with a different County and do not have the population to warrant any improvements. The further east one drives on Hwy 14 the poorer the services become. Because Hwy 14 is a high corridor, there is an increased amount of traffic on rural connector roads. Priority should be given to these two Range Roads and they should be upgraded to their correct status ASAP!
136	Sep 18, 2009 7:08 PM	Safety is number 1 consideration.
137	Sep 18, 2009 7:12 PM	The intersection of 522 with 233 is TREACHEROUS!!! There should be lights there. We take our lives in our hands daily trying to cross traffic on 522, going N and S on 233!!!
138	Sep 18, 2009 7:14 PM	It would seem prudent to do a more thorough job when laying a road in the first instance which would reduce maintenance requirements later on.
139	Sep 18, 2009 7:16 PM	Only concern as a County bus driver, is the narrow roads, when by-passing a larger vehicle.
140	Sep 18, 2009 7:18 PM	I know you're trying and for the most part succeeding. I wonder how much less repair would be required if subdivisions had water services instead of heavy water trucks serving (I'm one of them).
141	Sep 18, 2009 7:21 PM	The intersection of Twp 522 and RR 221 is/has become very dangerous due to trees not being cut back especially southbound at the NW corner (business property). Waiting for leaves to fall is not a viable option. Many incidents are barely averted at this busy crossroad.
142	Sep 18, 2009 7:24 PM	Consider east/west road trail Development between HGH 16 and 1 mile south of Wye from HWY 21 to range road 221 Expensive BUT?
143	Sep 18, 2009 7:28 PM	Need to widen most of the road. Over the years most of the roads are getting small on crown. People do not give enough room when being passed or when they pass you. RR 210 north to Hwy 16 and RR 213 to 215 - just about all the range roads.
144	Sep 18, 2009 7:30 PM	More clearing of the ditches to increase sightline (also in subdivisions). Twp Rd 510 west of Eagle Rock Golf Course needs alot of work.
145	Sep 18, 2009 7:33 PM	Speed posting, monitoring and public awareness of our rural school zones is requiring attention. Something needs to be done in slowing down traffic in these school zones! For example, install rumble strips. I wait each day at our driveway and people in vehicles pass by at 80km PLUS coming into and driving through the school zone!! Signs like "Give our kids a break" need to be posted at Uncas Elementary and rumble strips are a necessity, both on RR213 and TWP 524. My husband, while driving, had a person try to pass him in the school zone during morning arrival of kids!! Additionally, in spring, this happened previously and happened to be a Bosco homes van. There needs to be something done before we have our first fatality! I have called several times to complain to the RCMP regarding speed on RR213 and nothing has been done. Speeding is not only an issue during School time in the school zone, but is definately of more concern as a parent. We also cross RR213 with horses and the speeding factor is a real problem. I have also inquired about having livestock crossing signs posted, but this was shut down and I was advised there would be nothing done at this time. Maybe being pro-active with a concern is better than being reactive when there is a fatality? Really what is the cost of a sign compared to a life--many lives, both livestock and human. Call me if clarification of anything commented is required. Sincerely,
146	Sep 18, 2009 7:33 PM	We live off _____. Despite the efforts to reduce speeds on the road through the traffic circle and speed traps, we continue to be amazed by the speed people travel on this road. In addition, cyclists and pedestrians use this road and the shoulder is not sufficient to ensure their safety.
147	Sep 18, 2009 7:34 PM	Hwy 21 between Hwy 16 and Fort Saskatchewan is rough for a major highway.

148	Sep 18, 2009 7:36 PM	My concern is all the wildlife being hit by vehicles on Hwy 14. Could we use some sort of deterrent, or change animal path lines. Have certain techniques been tried (e.g. deflectors).
149	Sep 18, 2009 7:39 PM	We have a serious lack of foresight and long term planning centered around traffic flow. Some of the "solutions" currently being implemented show an incredible lack of understanding and long term planning for beneficial solutions. Most particularly around Wye Rd and RR 233.
150	Sep 18, 2009 7:42 PM	Truthfully, and I'm not sure you hear it often enough, but I think the roads in the County are well maintained and I see improvement regularly. Terrific job!
151	Sep 18, 2009 7:46 PM	Twp 512 and RR 225 are very poorly maintained. It is not reasonable to have the subdivision paved with an excellent surface than drive out into mud, potholes, washboard and heavy gravel. That road is dug up and reworked every year, sometimes twice a year. It is in extremely poor condition for most of the year. Unacceptable in my opinion to spend \$ that way. There is no decent roadway out of the Lindberg subdivision. We have phoned in complaints every year.
152	Sep 18, 2009 7:47 PM	RR 225 and Twp Rd 522 are narrower than years ago. There is more traffic on them. They need to be upgraded.
153	Sep 18, 2009 7:48 PM	These roads are not only used by local residential traffic but by oilfield well maintenance and construction so it is important to keep them above standard surfacing. These are the businesses that pay most of the tax \$ in the County. If you patch work the resurfacing there are always additional areas that need attention.
154	Sep 18, 2009 7:52 PM	- when tearing up cold mix roads - they should be re-oiled and repacked asap rather than leaving the road surface loose - would be nice to see roads maintained to same level as previous, cold mix packed stays cold mix packed not turned to gravel...or paved turns to cold mix....
155	Sep 18, 2009 7:55 PM	RR 220 north of 522 at the top of the hill where 220 was straightened the road coming on to 220 should be a stop sign because people travelling on 220 can't see each other until they get to the top of the hill. There are only 3 houses on the bent area where they should stop. *** See diagram on faxed copy of the questionnaire.
156	Sep 18, 2009 8:54 PM	Does the County have any ability to deal with the poor maintenance work on Range Road 215 - between Highway 16 and Wye Road?
157	Sep 18, 2009 9:10 PM	I honestly think that our roads are in very good condition overall and that they are maintained well.
158	Sep 18, 2009 9:48 PM	Snow clearing is great. No complaints. Just drive in Lamont or Sturgeon in the winter and see how well our roads are maintained in comparison.
159	Sep 18, 2009 10:31 PM	Speeding needs to be addressed - especially on the Range Roads and in the subdivisions. Speed bumps in the subdivisions would maybe help. Anyone walking or riding a bicycle is taking a huge risk by going on any roads.
160	Sep 19, 2009 12:48 AM	Range Road 222 is a major through road connecting Wye Road and Highway 14, and should be in much better repair than it is. Some spot repairs have been done, but it needs more attention considering how many vehicles likely travel on this road. Township Road 510 is Class II eastbound up to Range Road 220, perhaps because of Northern Bear? Every summer sometimes twice a summer, for the past three years I've lived where I am, 510 has been dust-suppressed. Reading the material provided, I now understand this is the normal process. I wonder at what point does it become more efficient to upgrade the rest of 510 to Class II? I understand that 510 is a 'correction line' and I'm not aware of which county is responsible to it's upkeep/upgrading. It would be nice to have a smooth bicycle ride on 510 as opposed to the rough ride it is now. I would like to see the rest of Twp Rd 510 become Class II. Aside from Twp Rd 510, the county re-paved the Class II roads around us this summer including RR 215, 220, and 221. We are thankful for and appreciate the improvement. As a school bus contractor, it is very important to me that narrow roads be made wider. It isn't uncommon for two school busses or a school bus and a water truck to pass each other. This can be very tricky and stressful in the winter when it is unclear as to where the side of the road is ends and where the ditch begins. A narrow road such as RR 204 north of Highway 14 may not seem like a big deal, but there can be three different school busses traveling on that dead-end road each morning and afternoon, in addition to water trucks. Thank you for asking for resident's input.
161	Sep 19, 2009 1:55 AM	In general the roads I drive in the county are in good repair.
162	Sep 19, 2009 2:12 AM	please look at RR 215
163	Sep 19, 2009 3:53 AM	Any chance of lights at intersection of RR225 and Wye Road/630?
164	Sep 19, 2009 4:29 AM	I feel the number top priority should be to maintaining road condition and any improvements necessary to increase safety (ie. sightlines).

165	Sep 19, 2009 4:49 AM	We live in a subdivision accessed by Range Road 214, just south of Hwy 14 (Twn 511). Our range road (214) was redone from gravel to pavement in the summer of 2000. It was then resurfaced/redone in 2008, and it was an incredibly poor job. IMMEDIATELY after the job was completed, cracks and holes began to appear. Crews were back twice after that in 2008 to 'repair' the road, but again both times we were left with cracks, uneven surfaces, and holes. A crew was here again this year, and it is still not fixed. It's bumpy, uneven, cracks are beginning to appear again, and holes as well- there are tire tracks from the road machines all along the road, sunk into the 'beautiful' resurfacing. Driving on it is horrible, and walking is even worse-it's as uneven and bumpy as a gravel road would be- why did we pay for pavement?? What is the problem here? I am ASSUMING that our taxes are only paying for the proper job to be done ONCE, and not having to pay for these crews to constantly come out to fix their own mistakes. If I am wrong in this, and we ARE continuing to pay for these 'repairs', the county needs to answer for this. Why can the job not be completed properly the first time? Are the crews not properly trained? Are we paying contractors who do shoddy work? Something needs to change.
166	Sep 19, 2009 5:52 AM	locations of Mail boxes, like the one at the intersection of 225 and 630 it's too close to stop sign and traffic is held up while persons collect mail, as the road is Not wide to support 3 vehicals with no pull out by mail box,
167	Sep 19, 2009 1:19 PM	narrowing effect of successive overlays is a very big safety problem. Reduces oncoming traffic passing safety clearances especially with the increase of personal truck traffic. Sharp shoulders not visible in winter. Dangerous for School busses. Problem gotten worse in the past 10 to 15 years. Specifically Range Road 214 between Wye Road and Hwy 16
168	Sep 19, 2009 3:11 PM	We have lived in the County for over 30 years and have always appreciated the quality and quantity of the rural road maintenance. We really don't want that to change other than the points mentioned previously in the survey
169	Sep 19, 2009 3:38 PM	Baseline road between RR210 and RR211 should be the same type of paving as the rest of baseline.
170	Sep 19, 2009 4:05 PM	We use every type of road in this Ward due to our business. They are very poor. It is nice to see that they are trying to fix the roads, but their is another pipeline coming through this Ward and they are the ones that destroy the roads. Some of the roads they tried to fix with graders are worse after the grader was done. eg.-gravel service roads. R.R. 211 between Twp. 552 and Hiway 15, is worse now after the work has been completed. Our county roads use to be very good, now the pride to make good roads has disappeared.
171	Sep 19, 2009 4:37 PM	I would like to see some speed enforcement (traps) in particular at school bus stops and turn arounds. Our road on Rge. Rd. 222, north of Hwy 16 seem to have worsen for more traffic and speed.
172	Sep 19, 2009 6:33 PM	I don't really have any complaints - having lived in the county of Leduc prior to Strathcona county plus commuting to work through the county of Leduc I think Strathcona county does a fantastic job especially in comparison to other counties.
173	Sep 19, 2009 9:39 PM	We seem to be spending a lot of efforts on dust controlled roads with little traffic, yet, important roads that have a lot of traffic are being ignored...not maintained (like they are in Sherwood Park) and not upgraded (when was the last upgrade project?...20yrs ago??).
174	Sep 19, 2009 9:46 PM	The County of Strathcona is one and the same, and there shouldn't be one standard for the rural roads and another for Sherwood Park. We look for the day to dance a jig when Sherwood Park becomes part of Edmonton, and our County rural money stays in the rural area.
175	Sep 19, 2009 11:39 PM	Please make sure that when a road is resurfaced that the new surface is at least equivalent to the prior surface. We live on _____ and had RR214 resurfaced last year. Prior to the resurfacing, the road was smooth, but did have grooves where the majority of traffic drove. These grooves collected water and were long puddles when it rained, but the road surface was good. After resurfacing, the grooves disappeared, but the new road surface is rough and uneven where patches of asphalt were smoothed into each other. The entrances to the subdivisions are now quite bumpy, despite being patched up again this year.
176	Sep 19, 2009 11:49 PM	TWP522 east of HWY 21 is in poor condition. It needs to be ground and resurfaced not just made to look new with a coat of sealant
177	Sep 20, 2009 12:02 AM	We use RR 213 on a daily basis between TWP 524 and Hwy 16. This RR is very busy, very narrow, very hilly, and very steep ditches. Also at the intersection of RR 213 and Baseline you see a lot of vehicles running (or not seeing) the stop sign going east/west on a regular basis. Something needs to be done at that intersection to draw more attention to the stop signs before someone is killed. Use rumble strips, put flashing lights above on the stop signs, just do something. I would also like to see more patrol by the RCMP / Sherrifs as people seem to drive quite fast on this road. With all the hills and so narrow this too is going to kill someone sooner than later. In the winter as snow builds up meeting oncoming traffic can be quite harrowing as there is limited room to pass without going in the ditch. Thank you for taking the time to solicit our input.
178	Sep 20, 2009 1:33 AM	Range Road 222 from Highway 16 to Twp. Rd. 542 has become narrow on the top surface to the point of being dangerous, especially during the winter. This road has too much traffic going to and coming from Fort Saskatchewan on workdays. Some field accesses are now too low because of successive road overlays.
179	Sep 20, 2009 4:02 AM	I think a lot of work was done this year, it was necessary! but the new surfaces on many major roads are great. I would really love to have the bike and walk path extended to Wye Road on RR 233 from Fountain Creek estates. Would allow the many children to ride their bikes safely to school. RR 233 is very narrow and dangerous to ride on. (never mind pushing a stroller..)It would make shopping on foot from these subdivisions a possibility.
180	Sep 20, 2009 5:06 AM	already noted....
181	Sep 20, 2009 5:38 AM	Over all condition of county roads are fair to good, although county roads appear to be deteriorating the past few years. This could be due to the increase in traffic and the heavy loads the county roads have to bear.

182	Sep 20, 2009 3:49 PM	<p>As I stated earlier there is a major and dangerous problem with the school buses I believe there is over a dozen buses transferring students at Adam Lily acreage. Vehicles trying to get by the buses do not know what is going on if this was a road construction site there would be flagmen at both ends. I personally was put in to the ditch last winter when one of the buses pulled out of the line up without looking the driver stated that she was in the Catholic division and not part of the transfer like I was supposed to know(The catholic school paid to have my car pulled out). I have witnessed other drivers having problems on a regular basis.</p> <p>Why has the Hwy 21 and Wye road intersection not been over passed? this has to be the most dangerous intersection in Alberta there has been so many injury accidents there.</p> <p>Now that Sherwood park has screwed up the Sherwood Park FREEWAY how are people who live east of there supposed to get to Edmonton in a reasonable amount of time. Did it ever dawn on the engineers to look at how the USA does their roads and have collector roads on the side of the freeway then join them at an over pass instead of a million traffic lights.</p>
183	Sep 20, 2009 6:12 PM	For an example, the bridge over the tracks on RR224 by hwy16 is in VERY poor condition and is dangerous. They patch it, but fails soon after... numerous complaints and it still is not fixed.
184	Sep 20, 2009 6:31 PM	<p>Rebuild and resurface 628 Whitemud Extension to highway 21. This embarrassment is one of the main entry points to our community and it should be made into a highway that we can be proud of. Currently it does not even have a Sherwood Park directional sign off the Anthony Henday freeway.</p> <p>Baseline road east of highway 21 is often used by bicycles and should upgraded to have appropriate shoulders.</p> <p>Range Road 223 between Wye road and Baseline is a high traffic connection which needs to be widened and resurfaced.</p>
185	Sep 20, 2009 6:36 PM	<p>Range Rd 225 between Twp Rd 514 and Twp 512 (actually all the way south to Clairridge Estates). This road is the worst kept road in the county!!!!</p> <p>The condition for the last 6 years has been appalling and should be an embarrassment to the county!!</p> <p>Not sure why now but the road has been patched this summer (partially)- about time. The patch is definitely an improvement but only slightly and how long will it last? This section of 225 needs work and should be kept on the list for work in the very near future.</p>
186	Sep 20, 2009 6:40 PM	<p>Thank you,</p> <ul style="list-style-type: none"> .maintain current snow plow system. .current system is better than the provincial system for snow clearing. .need better road shoulder mowing. .need better tree and shrub clearance at some rural intersections.
187	Sep 20, 2009 7:01 PM	From what I have seen over the years our roads have improved a lot but I think they could be improved upon the quality of workmanship. Some of the road surface rebuilds have been rushed over too quickly. I think think if you are spending the time and money to do the repair do it right and do it once would be an excellent motto to follow!
188	Sep 20, 2009 7:37 PM	<p>An overpass needs to be made at Wye Road and Hwy 21 along with Baseline Road and Hwy 21. Not a set of lights, because that is no safety and lights are were collisions happen most. Wideing of Range Road 213 South of Hwy 16 to Wye Road because it is very narrow and scary to drive on. Rang Road 212 South of TWP 524 needs to be worked on properly and paved.</p> <p>Range Road 213 from Twp. Road 520 to Wye Road was resurfaced a few years back. Terrible,terrible job and I complained when it was done. It has continued to deterate every year since. Only minor repairs have been done no great improvement so far. Still wash board from 520 to Wye and one more time they are trying to get rid of this by simply cutting and repair small patches. This does not work and has not over all these years. This road Should have been redone properly not simply try and fix something that wasn't done right.</p> <p>When I first complained I was given the explanation that it was late in the fall when it was done; a new formen was in charge and didn't do a very good job.</p> <p>We pay enough taxesJUST FIX IT</p>
189	Sep 20, 2009 10:11 PM	How are you going to have sustainable rural roads if they are not done correctly in the first place????
190	Sep 20, 2009 10:48 PM	I live on _____. The stretch of this road between Hiway 16 and Wye road is horrible. There are constantly potholes that could potentially damage a vehicle, and all that is ever done is band aid solutions of filling the potholes. I drive on other Rge Rds in the county, and for the most part, they are smooth asphalt. Anyone who comes to my house comments on the poor condition of the road. This year alone, the potholes were filled twice in a span of about 3-4 months. I'm curious to know when 215 will be properly fixed so that people who live and travel on it can enjoy the same condition of road as the range roads around us.
191	Sep 21, 2009 12:47 AM	Range Road 213 south of #16 highway is very narrow for all the increase traffic. Widen and put lines, as people use the whole road and not just their side.!!!!
192	Sep 21, 2009 1:58 AM	In the Ardrossan area we have a major concern during the summer with cyclists and narrow roads. Someone is going to get hurt as cyclists block traffic and also impede traffic. They use the hills etc for training but have very little regard to safety either for them or traffic.
193	Sep 21, 2009 2:39 AM	Baseline road north of highway 21 needs to be maintained better in winter as the road does become very dangerous due to snow and ice
194	Sep 21, 2009 2:45 AM	Generally happy with conditions of road we use daily. The highway 21 twinning could be better planned to minimize disruption to peak traffic. There are many days when no work is being done at all - increases time to completion.
195	Sep 21, 2009 3:31 AM	<p>Thank you for asking!</p> <p>a. Complete Baseline Road from RR212 to RR210 to Class II standards as change to Class IV can be a surprise to drivers unfamiliar with the road and cause drivers to lose control. Conditions also vary from year to year depending on the surface application used.</p> <p>b. In question 9, maintenance and overlay decisions should be based on annual road conditions (emergency repairs) and preventive maintenance affordable within the annual budget. Additionally, a fixed annual number of kilometers can not be established in what has been a volatile construction market with wide variations in tender bids.</p> <p>c. Range Roads classifications should not be increased to allow increased truck traffic through the "back roads" in order to access highways 14 and 16 from Wye or Baseline or to travel between 14 and 16. Existing upgraded Range Roads should be sufficient for this purpose.</p>

196	Sep 21, 2009 3:47 AM	WHEN IS RG RD 233 GOING TO HAVE A BICYCLE/WALKING PATH TO SH. PK? THAT ROAD IS TOO DANGEROUS FOR CYCLISTS & PEDISTRIANS THE WAY IT IS NOW. I WOULD USE YOUR RURAL ROADS LESS & YOUR BIKE PATHS MORE IF THERE WERE MORE OF THEM IN THE COUNTY. I HAVE HEARD THAT THE COUNTY HAS BEEN VERY PRO-ACTIVE THIS PAST YEAR IN THEIR RURAL ROADS FROM DRIVERS IN THE AREA. KEEP UP THE GOOD WORK!
197	Sep 21, 2009 4:04 AM	More speed limit signs should be posted on rural roads, since the majority of drivers seem to think that the speed limit is 100 km/h or more.
198	Sep 21, 2009 4:36 AM	I have lived on _____ for 16 years. Every year, traffic volume seems to increase on this popular artery. Several times in the past, I have had to drive very close to the edge of the road to avoid a collision with traffic going the other direction. The road desperately needs to be widened, especially between Highway 16 and Wye Road. Either that, or find a way to lower the number of vehicles that are using Range Road 213 as a thoroughfare. One suggestion would be to improve the stretch of Highway 830 (Range Road 215) between Highway 16 and Wye.. maybe all the way south to Highway 629 (Township Road 520)... so that it is the same as the stretch north of Highway 16.
199	Sep 21, 2009 4:59 AM	The roads with no lines are very hard to drive at night.
200	Sep 21, 2009 1:11 PM	Re: The improvement done on Range Road 224 North of Twp. Rd. 544 going into Fort Sask that was done this past summer. This road was closed for two days on separate occasions to redo the surface. After the first day the road had washboard on one part which was left for several weeks. After the 2nd overlay the road is very rough with very sharp edges. The road was in better condition before all this work was done. This is a main road going into Fort Sask and has been left in poor condition for the amount of time spent repairing this road. If this was a main road going into Sherwood Park it would never be left in that condition. Class II Road Twp. Road 542 between Range Road 223 & 224 have never been widened or back sloped like the rest of Twp. Rd. 542. This is the only mile on that road that still has very deep ditches that have not been back sloped. That mile of road is very narrow compared to the rest of Twp. Rd. 542. Why was the rest of Twp. Rd. 542 upgraded (which took place several years ago) and this mile nothing done to.
201	Sep 21, 2009 1:15 PM	The width of RR 213 between Hwy 16 and Twp 524 is varying and incredibly dangerous, especially when school buses go flying down and they are in the middle of the road. Also RR 212 from Twp 524 to almost Wye Rd, this road is incredibly dangerous. My car has bottomed out several times, due to ridiculously severe holes and ruts. I have called numerous times to no avail and since the county put our mailboxes there we are forced to use it. Other residents may drive through Farrell as an alternate route but, I pay my taxes, so why should I have to do this simply because the road is bad.
202	Sep 21, 2009 1:19 PM	I feel very proud to live in a rural county that has taken such broad and expensive steps to ensure that its residents have safe, consistent, and generally paved road surfaces. We, the residents of Strathcona County, are very fortunate to live where we do, and with the amenities we have. Thank you for a job well done and for looking at ways to improve your delivery of these crucial services.
203	Sep 21, 2009 1:44 PM	Overall condition of roads are good but extreme effort should be put in to fixing them and maintaining them (includes preventative maintenance - like you change oil in your car) not just spot patching them.
204	Sep 21, 2009 2:17 PM	RURAL ROADS ARE NO LESS IMPORTANT THEN CITY STREETS. THEY ARE AN INVESTMENT THAT NEEDS TO BE PROTECTED AND MAINTAINED. COUNTY RURAL RESIDENTS GET A LOT LESS USEABLE SERVICES FROM THE COUNTY THAN CITY RESIDENTS, YET THEY PAY EQUAL OR HIGHER TAXES. ANY MAJOR PLAN FOR FUTURE ROADS SHOULD SEEK TO MAINTAIN EXISTING LEVELS AND LOOK AT WAYS TO IMPROVE AS NEEDS AND TAX BASE GROWS.
205	Sep 21, 2009 2:41 PM	Range Road 223 between wye and baseline very busy road in the last couple of years, and it is very narrow
206	Sep 21, 2009 2:55 PM	Upgrade TWP 522 between RR 223 and RR 224. This road has two dangerous curves. Resurface several miles of TWP 520 east of highway 21. It appears to have been patched endlessly.
207	Sep 21, 2009 3:00 PM	The gravel roads in the area were very dusty as this was a dry year. We called in a request to get some dust suppression on our road and recieved a grading job, which I believe just brought more dust to the surface.
208	Sep 21, 2009 3:25 PM	1. Centre lines on all paved roads - safety consideration. 2. Entire width of road should be ploughed in winter to prevent people from driving in the middle of the road. 3. Stop signs should be bigger and positioned closer to the corner and also be unobscured by foliage. 4. Some roads that have been repaved with cold mix are now in worse condition then they were prior to repaving (e.g. RR 221, RR224). 5. As a cyclist, I was thrilled that Twp 522 has finally been upgraded. Prior to this year, I have had to avoid this road. In the hamlet of Sherwood Park I have seen newly-laid sod torn up to make way for the extended cycling/walking paths (e.g. NW corner of Wye Rd at Hwy 21) while there are vehicle roads in the rural area that are unrideable. Strathcona County's mandate to provide cycling/walking/running paths for "active living" should be equally applied throughout the County.
209	Sep 21, 2009 3:27 PM	Suggest minor sight line improvements and coldmix paving to improve Twp Rd 522 to a Class II road between RR 214 and RR 215. DO NOT widen it.
210	Sep 21, 2009 3:32 PM	Suggest improving maintenance of RR 215 from Twp Rd 520 north to Scotford, to maintain it as a secondary highway fit for the heavy traffic it carries. DO NOT continue to let it deteriorate!
211	Sep 21, 2009 3:39 PM	Every time you add asphalt, the road gets narrower, maybe its time to resurface some of the roads.
212	Sep 21, 2009 3:45 PM	The quality of repair of cracks and potholes is really very poor! Wye Road west of Hwy 21 especially on the eastbound side is a classic example of a "Cordouroy Road". Stone chips and tar is obviously a preferred method of repairing cracks etc. in the County but compare Wye Road to the Sherwood Park Freeway, maintained by the City of Edmonton and the difference is apparent (i.e. smooth in Edmonton section, one inch bumps in County section). If the stone chips and tar were properly flattened by a roller this Cordouroy Road would perhaps not exist.
213	Sep 21, 2009 3:57 PM	In our opinion we would like to see Twp Rd 550 widened due to the amount of traffic and huge crown in the road from Fort Saskatchewan to Josephburg - has painted yellow centreline but no shoulder. The width of the road and high centre crown makes icy winter driving dangerous.
214	Sep 21, 2009 4:03 PM	Range Road 213 is 6.2m and has a traffic volume of 793 cars per day at Hwy 16. This is a very narrow road with a school and 6 subdivisions from Wye Rd to Hwy 16. People with service trucks, holiday trailers, school buses, trucks are getting bigger with large mirrors. In winter the road gets even narrower and there are a number of people in the ditch.

215	Sep 21, 2009 4:06 PM	I am a school bus driver in rural Strathcona and have driven bus on these roads for 18 years. Driving roads safely is my main job and concern. When you can't see around corners and curves and have to proceed hoping everything is ok is unacceptable - I carry a load of children! Also, when you have to navigate narrow range roads in dry conditions and its sketchy, when the snow flies its crazy! The roads are too narrow for large vehicles to pass, i.e., water trucks/sewer vacuum trucks/school buses. All of these vehicles are common rural vehicles driving the roads. As well, when you have outside mirrors vibrating loose due to rough rural roads, that's unacceptable (especially when its a secondary highway). These are just my thots and what I encounter on my day to day driving. Remember, some of us are out there on a daily basis because of our jobs. Thank you.
216	Sep 21, 2009 4:06 PM	Quick action on public complaints.
217	Sep 21, 2009 4:10 PM	At Twp Rd 550 and RR 205 hill is blind coming from east (Lamont). 205 south has sharp hill which summer traffic has increased due to "RV" work camp with excessive speeds. Speed signs should be posted on this road.
218	Sep 21, 2009 4:14 PM	Secondary 630 by Josephsburg traffic: -AM/PM volume of traffic vs. speed -TDC volume on 630 -insufficient width Josephsburg to Ft. Sask All rural roads should be kept up to standard that where in effect in the early 70's.
219	Sep 21, 2009 4:18 PM	I am totally disappointed in the condition of the roads. You have paved and repaved a stretch of road on Twp 530 between RR 212 and RR 211 where no house exists. Yet between RR 210 and RR 211 on Twp 530 there is a subdivision and approx. 6 (40 acre properties) with houses and all we are entitled to is dust suppressent? You have your priorities mixed and you have lost our respect.
220	Sep 21, 2009 4:21 PM	Living in Strathcona County and the road system provided is a gift compared to other rural municipalities I am associated with.
221	Sep 21, 2009 4:25 PM	My major issue is with signage turning off Hwy 21 into subdivisions. Too small and not visable enough causing people to put on the brakes and making sudden turns possibly creating accidents. Signage is a part of the road system.
222	Sep 21, 2009 4:29 PM	After 22 years of living on Twp Rd _____ and all new residents I feel the gravel road we have is poorly maintained and should finally have a coldmix pavement on it.
223	Sep 21, 2009 4:30 PM	Improved stop signs at intersections.
224	Sep 21, 2009 4:34 PM	Generally acceptable, except for times when road crews have made mistakes in the patching of road sections where oil oozed out on hot days for up to a year later (RR 224). More checks on hired crews is needed. We have seen patching done where "none" was needed.
225	Sep 21, 2009 4:38 PM	We live on _____ - every year from 224 to 223 this road receives a poor attempt at maintenance. If they would resurface it with asphalt properly it would not need attention every single year. In the end there would be a cost savings.
226	Sep 21, 2009 4:39 PM	Roads in good shape.
227	Sep 21, 2009 4:42 PM	The lack of sidewalks on RR 233 still isolates us from Sherwood Park. Virtually no shoulder and thus extremely unsafe for pedestrians that walk or even bike on this road. Every winter numerous cars find themselves in the deep ditch causing a fair amount of damage. This has to be improved, especially with the reworking of road work around the Walmart on Wye.
228	Sep 21, 2009 4:45 PM	A disproportionate amount of tax revenue (Scotford Complex) is generated in northern Strathcona County with a low reinvestment in services. This area contains mostly long term residents of the County and we deserve a better road network. Twp 550 needs a complete rebuild and widening. Many dust suppressed roads would be more easily maintained as coldmix surfaces.
229	Sep 21, 2009 4:46 PM	Twp Rd 520 is in desperate need of widening and repaving. 10 kms out from Collingwood has already been done but the remaining 6 kms to Hwy 21 has alot of traffic and is in really poor shape.
230	Sep 21, 2009 4:50 PM	As a resident that uses Twp 520 on a daily basis, I would like to ask if something can be done with the crowds of cyclists that obviously make this route one of their training roads - could they please find another road. Twp 520 is way too narrow and busy to have a group of 5-15 bike riders, riding all side by side along the 80 km road. Can we ask the cyclist group if they want to pull together cash so they could get a bike path built? These riders are up and down this road, as I mentioned, side by side to take alot of room, all summer long.
231	Sep 21, 2009 4:55 PM	Hansen Estates was repaved this year. The paving company did an amazing job. The condition of the roads from the corner of 514 and RR225 are terrible.
232	Sep 21, 2009 4:55 PM	It seems the County of Strathcona cannot come to terms with the Alberta Gov't. Other durisdictions seem to be able to do a better job of this. Roads such as Twp Rd 520 RR 221 south of Highway 14 and RR 203 south of Highway 1 should have been done at the same time as the other roads they join that were rebuilt. RR 221 receives much more traffic than it would if Twp 520 was finished.
233	Sep 21, 2009 5:04 PM	RR 233 needs to have a pedestrian path along it as many children and adults walk along the narrow edge of the road and its extremely dangerous. It would also allow residents access other than by vehicle.
234	Sep 21, 2009 5:06 PM	I use Baseline Rd, hence the low mark in Q1. It is narrow, no shoulder, very busy and cyclists use it. Frustrating and dangerous.
235	Sep 21, 2009 5:09 PM	The condition of RR 222 south of Wye Rd has really deteriorated; patch on patch, rough edges, alot of the time potholes and washboard. We pay the same taxes as other Strathcona residents but we have one of the worst roads in the County. It needs attention.
236	Sep 21, 2009 5:10 PM	Where the oil work is going on the roads should be looked after more completely. In the past five years we have seen a larger increase in large trucks using the roads on a regular basis.
237	Sep 21, 2009 5:13 PM	Focus on repairs and mainenance. Seems like a road is resurfaced, then not looked at again for years.
238	Sep 21, 2009 5:14 PM	I feel if anything the County tends to over repair roads often fixing or completely rebuilding roads that are in good shape. I also feel that the County needs to crack down on big trucks overloading secondary roads.
239	Sep 21, 2009 5:17 PM	Should be some traffic lights on 522 (Whitemud Ext.) at 230, 231, 232, 233.
240	Sep 21, 2009 5:18 PM	County roads that I use on a regular, often daily, basis are adequate for my needs.

241	Sep 21, 2009 5:21 PM	RR 225 south of Wye was re-surfaced in 2008 and was done very poorly - road is rough/washboard. It was better before it was re-surfaced.
242	Sep 21, 2009 5:22 PM	Baseline Rd (Twp 530) should be widened at RR 222 and traffic lights should be installed due to traffic volume at this dangerous intersection.
243	Sep 21, 2009 5:24 PM	We are very pleased with this County's roads, keep up the good work!
244	Sep 21, 2009 5:27 PM	I live between _____. We pay an unreal amount of property taxes every year. The only thing we see for these tax dollars is our road which is in really poor shape constantly. Properly pave our road once and for all.
245	Sep 21, 2009 5:33 PM	Sometimes the roads in this County are in worse condition after they are repaired. Then the repairs don't last very long and the roads are terrible in less than a year. A majority of the people repairing the roads do not know how to do it properly, they require training, this will save money. When asphalt repairs are done, it doesn't get "packed" enough, then the hole is there again in 2 days. Very few grader operators are trained properly. Our road was repaired about 4-5 years ago, RR 205, it was over-oiled so badly that it is still now slippery with excess oil in temperatures above about 18 degrees (5 years later). Road repairs just simply don't last, this frustrates everyone I talk to in Strathcona. Repairs would cost less money if done better and not so quickly. Foreman and operator training required. It is embarrassing. We have the ability, let's learn! Thank you!
246	Sep 21, 2009 5:36 PM	Hire better road crews!! Stop wasting our tax dollars on constant studies. Strathcona County studies everything to death before they act. Watch how the county crews work (slack ass) 4 people do a job that 2 people can do.
247	Sep 21, 2009 5:40 PM	Although I don't live on RR 225 south of 512, I have driven it for years and have watched \$ being spent year over year (20+) on "temporary" repairs when the road base could have been stabilized to a proper depth resulting in less long term maintenance.
248	Sep 21, 2009 5:44 PM	Township road 510 from Range Road 215 to Range road 220 is always in terrible shape. They try to do a minimum fix up each year and never to a proper job. It is hard on vehicles and the people riding in them!
249	Sep 21, 2009 5:44 PM	Too much importance placed on clearing Sherwood Park roads first in winter. Poor snow removal causes many cars to be in the ditch in the winter, even roll-overs. It seems that rural roads north of Hwy 16 are low priority: they are narrow, with many hills and low visibility corners. This becomes magnified in the winter. Not everyone here has a 4x4 SUV. Some ditches are very high and steep. Thanks.
250	Sep 21, 2009 5:47 PM	On major 4-way stop signs or 2-way stop signs, the stop signs should have flashing LED lights (solar powered) installed - making the stop sign hard to ignore as most drivers I notice do not STOP. Scary and bad incidents happen as a result as we all know. I notice that in other counties and I like that.
251	Sep 21, 2009 5:50 PM	I thank you for the opportunity to provide input to the Rural Roads Master Plan. Rural residents of Strathcona County need to be equally represented with residents of Sherwood Park. Keep up the good work!
252	Sep 21, 2009 6:07 PM	Would someone please tell the Lance Armstrong wannabes that cycle on the rural roads especially on the weekends that people actually live out here; this is not their personal race course and that we use the roads for transportation purposes and could they please use the shoulders especially on Wye Road.
253	Sep 21, 2009 6:09 PM	Traffic control - lights vs. signs. Twp Rd 522 and RR 233 is a hazardous intersection - please consider lights with sensor pads.
254	Sep 21, 2009 6:11 PM	The County puts 60 km signs on curves (waste of time and money) nobody slows down for the curves. Have the police (RCMP) or County police patrol more.
255	Sep 21, 2009 6:14 PM	RR 215 south of Hwy 16 to Baseline Rd is in very poor condition after just 1 year since re-paving. This is a high traffic road with people working at places like Scotford and driving to areas south of Hwy 16. RR 213 is too narrow for the amount of traffic it sees.
256	Sep 21, 2009 6:22 PM	RR 213 which we drive always is narrow and hilly. Not sure if it is standard RR width, but if so then I feel that they are dangerously narrow for big water trucks etc.
257	Sep 21, 2009 6:25 PM	I am not impressed with the amount of time that was given for residents to complete this survey. Also, we need to make the oil industry responsible after they ruin roads after excessive use with their big trucks.
258	Sep 21, 2009 6:30 PM	Having 1 member of our family move from Edmonton to Strathcona County, we are well aware of the excellent state of roads within the County.
259	Sep 21, 2009 6:33 PM	RR 210 from Hwy 15 south, especially the first mile continues to be in very poor condition. It is a high traffic road and continues to deteriorate no matter how many potholes are filled or how many overlays are put on it.
260	Sep 21, 2009 6:44 PM	The width of the road on R.R. 213 between Yellowhead Hwy & Wye road are too narrow to drive safely when approaching oncoming traffic. It is DANGEROUS during the winter months.
261	Sep 21, 2009 6:49 PM	Am happy they took care of 215 which was an obstacle course before the pits were filled in. Some of the roads on my way are extremely narrow, high use and very dangerous in the winter. 223 S of highway 14, in particular.
262	Sep 21, 2009 6:52 PM	Place all fines for Traffic and Bylaw violations in a separate fund to pay for better enforcement. The politicians have to take a stand that fines are NOT a tax grab; but a price to pay for violating and or flouting of the law. _____
263	Sep 21, 2009 7:04 PM	Our roads are in very good shape. However as we live near Gunn Manor Estates, we saw that subdivisions get a complete paving job. Millions of \$ I'm sure, wasted on a road that was excellent already. This view was also expressed by several of the residents living there. Road paving should be done when needed, not by a schedule pinned on a calendar timeline. Please only fix roads when they actually need it. Save our tax dollars!
264	Sep 21, 2009 7:07 PM	The County has a lot of rural roads that are narrow, with no shoulder area, and steep edges and deep ditches. This all combines to make the roads dangerous (we live on _____). In the last 5 years there has been a major upsurge in the amount of traffic using this stretch of road; which only adds to making it more dangerous when combined with the other deficiencies above.
265	Sep 21, 2009 7:10 PM	Visit other cities to review how proper merge lanes are installed and traffic signs for motorists to use merge lanes.

266	Sep 21, 2009 7:11 PM	Twp Rd 534 needs to be properly repaired. Too many soft spots - the bae of the road needs to be dug out and the wet soft spots properly filled and compacted with right materials and to the proper compaction. The present repair practices are not working and don't last more than several weeks before the potholes and soft spots punch out again very quickly.
267	Sep 21, 2009 7:15 PM	The road that runs past our place is a Class IV (nearly fully-bound surface). Twice a year it is torn up and graded. However, I can't help wondering if it could be only done once a year if a packer (roller type) was used. As it is now, the majority of the road quickly deteriorates into loose ruts of gravel and potholes.
268	Sep 21, 2009 7:19 PM	Many of the Range Roads east of Sherwood Park are a hazard because they are far too narrow. It appears that the last round of road maintenance was not monitored and the contractor significantly narrowed the roads. I'm tired of seeing all of my tax dollars go to Sherwood Park, while we in the Rural areas must drive in dangerous conditions.
269	Sep 21, 2009 7:20 PM	Last summer - 2008 - a number of rural roads were re-paved, and that resulted in the loss of at least 4 to 6 inches PER SIDE of the road. This was blatantly evident from the amount of damage done by the snowplows, due to the improper and inadequate paving job. This is not acceptable, as it has also resulted in a higher number of vehicles sliding off or being forced off the roads in the winter. This MUST be rectified by the County soonest, or there will be long-reaching implications that will affect the County's road system brought on by narrowed roads.
270	Sep 21, 2009 7:24 PM	The County roads I drive on are getting worse and the Wye Rd going east is horrible and the County doing tar and chip mix on it is a joke! This is a heavy traffic corridor and should be attended to properly with a new lift of asphalt. Check RR 225 between 522 and 520 when the temperature rises I get oil spots on my vehicle and I am tired of it. You never listen to us!!
271	Sep 21, 2009 7:25 PM	No more traffic circles which simply move traffic to alternate roads rather than addressing the original problem of excess speed. Consider traffic control devices at intersections with major roadways (e.g. lights at Whitemud extension and RR 232).
272	Sep 21, 2009 7:27 PM	With so much new housing and building in the areas, the roads are getting destroyed with all the big trucks and heavy equipment. Instead of just patching roads, especially main ones, just fix the whole thing - I would imagine it costs more to do things twice instead of once properly.
273	Sep 21, 2009 7:35 PM	Overall I'm happy with the roads in the County. Some roads that were in poor condition have been repaired (e.g. Broadmoor Rd) it was time. The maintenance program that is used is working and we must keep this going for the County is growing.
274	Sep 21, 2009 7:37 PM	I think the roads in Strathcona County to be the best in North America - no joke! You people have done things right so keep on with what you are doing!
275	Sep 21, 2009 7:44 PM	Service roads along highways should not be gravelled to prevent dusty conditions to highway traffic on windless days and nights or when light breeze drifts dust across the highway. Flying rocks are very annoying and damaging to vehicles and operators. On gravel service roads the road maintainer moves much gravel base into ditch with snow in winter time. Washboard effect develops on gravel surface. Our service road at one time was asphalt - it was great! A 4-lane highway needs class. Road width - agricultural and commercial vehicles present a safety risk because of their dimensions. Passenger vehicles present a safety risk due to higher speeds involved, more so than drivers fearing to move over to edge of road at speed while travelling on narrow roads.
276	Sep 21, 2009 7:46 PM	More bicycle trails so main roads don't have to be used for cycling.
277	Sep 21, 2009 7:50 PM	RR213 between Hwy 16 and Wye Rd 213 is too narrow for the amount of vehicles using 213. Put a 4-way stop at Twp 530 & 213 (Baseline). Some way of "slowing down" the speed of vehicles - some days its like the "Indy 500".
278	Sep 21, 2009 7:53 PM	Generally, where we travel on the south to west side of the County, the roads are in good condition. There are areas where softland on either side contribute to degradation because of the base condition. That is a more problematic issue in terms of budgets and need. The major roadways are the priority to increase traffic volume and reduce rural secondary traffic.
279	Sep 21, 2009 7:56 PM	The western portion of Twp 520 is in terrible condition. Over the years there have been many serious accidents here. The province paved their portion to the east; why has the County priority on this busy road not been increased? Road quality in the County is sliding each year - not what I expect from a "progressive" municipality!
280	Sep 21, 2009 8:01 PM	Generally I believe the County does a satisfactory job rating and repairing roads. It is noted however Strathcona County continues to invest heavily in capital equipment, some of it very sophisticated which causes me to question whether or not independent contractors are in cases able to do work at a lesser costs. If the high cost and sophisticated equipment is sufficiently utilized given our relatively short construction season.
281	Sep 21, 2009 8:05 PM	I live in the Sconadale subdivision. The Sconadale Road, that runs through the subdivision, has served its purpose well for over 20 years as the population density was low. With Hwy 21 twinning, the eastern end of this road has been closed. For unknown reasons, the number of trucks (nursery trucks, gravel trucks, construction trucks, gasoline trucks) has increased. The road was not built to carry such heavy loads. Hence it was in bad shape. I sent a message to Alan Dunn and happily within one week, your crews came and filled up 7 or 8 potholes that had appeared. Still the road is not in good shape and requires improvement - especially during the winter. Thank you.
282	Sep 21, 2009 8:07 PM	2 roads in North Cooking Lake still require asphalt paving (gravel). All other grid roads in excellent shape. Trucks use RR 210 (Wye Rd to Hwy 16) to avoid the Hwy 16 weigh scaler. Check weights. RR 210 is narrow.
283	Sep 21, 2009 8:10 PM	There is too much patching and not enough hotmix paving. A more economical decision is to do it right (hotmix) the first time and avoid patching which needs redoing every year. County intersections are dangerous due to trees too close to the corners.
284	Sep 21, 2009 8:14 PM	Strathcona County roads are generally in very good driving condition. County remedial to road concerns has always been prompt and attentive. Granted, there will always be sectors of some roads that require constant attention (i.e. Twp 514 east of RR 223) but by and large the County road crews get on these problems efficiently. County roads are ok - County drivers needs to improve greatly.
285	Sep 21, 2009 8:18 PM	The road on RR 223 is very busy between Twp 510 and #14 highway. We have a couple of hills and curves which are very dangerous. We also have alot of truck traffic going to Leduc County which should be restricted.
286	Sep 21, 2009 8:58 PM	We live in _____. The Class I road is narrow and void of any paths allowing rural residents to walk to Sherwood Park. It is a high traffic road and with the current and future development of Wye Road, both commercial and residential, the inclusion of a walking/cycling path will enable those living directly south of the Wye Road development the opportunity to live in a walkable community. Currently, the narrow shoulders, combined with the amount of traffic, make walking or cycling extremely dangerous. Additionally, the intersection of Wye Road and RR232/Brentwood Boulevard is hazardous due to the poor sightlines especially when turning west onto Wye Road from RR232. Thank you for the opportunity to provide our input.
287	Sep 21, 2009 9:21 PM	It would be real nice if 550 (Josephburg road) was widened. The edges are degrading in places. Winter driving is often a hazard due to being so narrow. Hard to see ditches at times. Plenty of weddings, hockey and Jo-burg Presents plus day to day traffic means this is getting to be a very busy road. Not to mention slow moving and wide farm machinery on the road at certain times of the year makes it hard to pass. I see people using this road to avoid backed up highway traffic during rush hours.

288	Sep 21, 2009 9:48 PM	I believe the average citizen does NOT have the knowledge (even with the explanations) to make decisions on how often or when a road has to be repaired are done. We pay expensive and experienced bureaucrats to be able to assess this and elected officials should not base work done on roads as what is popular by their constituents.
289	Sep 21, 2009 9:50 PM	My biggest concern is road width. Many of our roads, mine included (RR224) pose a challenge especially in winter for passing oncoming vehicles in snow conditions. Successive resurfacing has reduced the width of our road and I think our school bus drivers have a challenge staying on the road especially when encountering other large vehicles.
290	Sep 21, 2009 9:54 PM	I will say that the surface of our road is in great shape with the exception that when they resurfaced it this summer, the shoulders were extremely soft. Within 3-4 days, a county dump truck, a courier van and a car hit that soft pave shoulder and went in the ditch along our road.
291	Sep 21, 2009 10:04 PM	Alot of the damage from my community is from farm vehicles which chew up asphalt leaving the fields, crumble to edges while driving over the shoulder etc. I do believe inspection of exits from fields and houses should be looked at. The house owner in some ways are accountable for damages.
292	Sep 21, 2009 10:09 PM	I travel RR 213 twice a day for work and several times on the weekend. This road is very narrow from Hwy 16 to Twp 524. The travelling public drives this roadway too fast and the only reason they do is because it is the best road from RR 210 to RR 220. This road (RR 213) is very dangerous in the winter due to the steep shoulders and ditches and the narrowness of it. On two seperate occasions in the winter I have hit the mirror on my vehicle to another vehicle causing damage to the vehicle. There are several people in the ditch in the winter, even rollovers. In my view there has to be something done to RR 213 for public safety. One other thing is the intersection of RR 213 and Twp 530 (Baseline Rd) should be a 4-way stop also due to all the accidents there. In particular, about a month ago STARS had to be called out because of a serious accident. These roads suck for all the tax dollars we pay.
293	Sep 21, 2009 10:09 PM	More people each year are using their peddle bikes, especially on baseline road where there are no sholuders (and the last pavement overlay has made the road surface narrower). Consideration should be given to the need to provide safe bike pathways in rural areas heavy with subdivision development, to the same extent as it is in the urban area planning. From a conservation and sustainability aspect more people would use their bikes if it was safer to do so. Bike use on baseline road is increasing and it is not safe for either driver or biker. Accomodating peddle bikes should be part of the planning for a sustainable future.
294	Sep 21, 2009 10:10 PM	Twp Rd 520 gets extensive use all year round with Fultonvale School and the Recreation Complex on Rge Rd 224. Also large RVs travelling to and from Half Moon Lake Resort and trucks travelling on this narrow road make driving very unsafe. The road is in very poor condition, very narrow with no lines and the side of the road has a sharp decline and in winter is difficult to see the edge of the road. It is interesting that most of the Range Roads and the subdivisions get a new asphalt coating on a regular basis while Twp 520 only gets patches here and there when the pot holes get big enough for people to complain about. Our taxes pay for some great roads in the hamlet of Sherwood Park but we rural residents are shortchanged when it comes to good roads.
295	Sep 21, 2009 10:12 PM	The biggest issue we face on a daily basis is the narrow width of Baseline Road: lack of shoulder for bicycles and lack of turning lanes cause some inconvenience. We would love to see a bicycle path from Hwy 21 to Ardrossan along Baseline - we'd use our car less!! Right now it is just too dangerous to cycle on.
296	Sep 21, 2009 10:20 PM	We live on RR _____ and find it adequate but when are they going to finish Twp 520? I have to drive the stretch from RR 223 to Hwy 21 and it is horrible.
297	Sep 21, 2009 10:22 PM	I have lived on existing road RR _____ since 1984 and the roads in Ward 5 were not this bad in 1995 which I believe do not meet the condition in the 1995 plan. Taxes continue to increase while road conditions decrease.
298	Sep 21, 2009 10:35 PM	Safe driving should remain the responsibility of the vehicle operator. Sight lines and signage should not be considered essential upgrades on existing roads. Drivers should slow down. Range road 223 south of baseline needs repairs again. A portion was ground and repaved a month ago. The base was not repaired and has failed again, so the repaving did not fix the problem. Save money and do the repairs and upgrades properly the first time.
299	Sep 21, 2009 10:37 PM	We live on RR _____ and there is alot of traffic and often because the road is a main thorough fair connecting Hwy 14 to Wye it is often high speeds are occurring as the road is being used as a race way for motorcycles and speed limits are not adhered to by semi trucks or vehicles pulling horse trailers. Road is also not maintained very well in winter lots of ice and snow build up making this road very slippery.
300	Sep 21, 2009 10:41 PM	Our subdivision road (Sherwood Place) was redone in the summer of 2008. The hotmix asphalt had large cracks after completion in fall of 2008. The quality of asphalt and/or workmanship should be better so repairs would not be necessary as soon as spring 2009. To lessen damage over winter 2009-2010 more repair is needed this fall 2009.
301	Sep 21, 2009 10:46 PM	RR 221 south of Wye Rd and north of Twp 520 - road surface has narrowed each time road maintenance has been done. Is this by design or is it a result of poor workmanship/supervision?
302	Sep 21, 2009 10:49 PM	Our problem is our road took 3 years to fix and when it was finally fixed the water trucks started using it steady - beating the shit out of it. No person on this road gets water trucked in. It's _____ (name of trucking company). They are speeding also RR 233 between Twp 510 and 512.
303	Sep 21, 2009 10:52 PM	Sight lines and width on RR 210 is terrible!
304	Sep 21, 2009 11:00 PM	512 between 223 and Hwy 21 has been resurfaced many times - the base has never been dug out and properly compacted; sometimes in a matter of weeks after being resurfacing this road begins to deteriorate. Within a few months it is again needing repair. Why not do a proper job with the base instead of wasting money time and time again?
305	Sep 21, 2009 11:44 PM	RR 220 and Roman Estates subdivision regravell in August - great!
306	Sep 22, 2009 12:20 AM	I would like to see the correction line twp. rd 550 get fixed properly possibly made wider and straight lines . It is such a heavily used road. Very dissapointed with RR 211 North of 550 especially north of 552 to the railway tracks it is worse then before anything was done to it. This is a very heavily used road something needs to be done. I notice the roads I travel south of twp. 550 have been done properly like RR 212, 213, and 214 we certainly deserve better. I have even called to see what was happening with our road and can't even get a call back.
307	Sep 22, 2009 1:34 AM	My area road that I travel frequently (522 between rge rd 225 and hyw 21 is very narrow,steep drop off on either side and very dangerous during winter months)
308	Sep 22, 2009 2:02 AM	Recent resurfacing of with cold mix has resulted in very rough surfaces. It seems that the amount of leveling and packing done is not sufficient. Some roads are extremely wavy, and most newly surfaced roads are rough, and surface is also quite noisy. More packing and leveling needs to be done when using the current type of cold mix.
309	Sep 22, 2009 2:02 AM	Some road have areas that get repeated issues, the road bed is quite soft, and unless this is addressed before the road is resurfaced, the potholes and cracks quickly re appear.
		More care needs to be taken when identifying pothole locations. I will often see some potholes marked for repair, when others on the same road are missed.
		Range Road 213 needs to be widened as the overlay program has significantly narrowed this road. The amount of traffic, especially with the school busses in the morning and afternoon, more than justify an improvement to the road.
		The new pavement in Gunnmanor looks and is done excellent! The 213 between TWP 540 and 542 is quite narrow with bush growing quite close to the roads surface. It is a safety concern. Thanks

310	Sep 22, 2009 3:10 AM	<p>For the most part, I am happy with the rural roads which I drive. However, some rangeroads that see a lot of traffic such as 224 are just too narrow and scary. There's always a vehicle or two who freak when larger vehicles pass them such as farm trucks and trailers. I have seen vehicles in the ditch way too often.</p> <p>I can't imagine that the cost of maintaining a dust-suppressed road over so many years is less than if it were cold mix. I would like information provided to the residents on the comparison costs to help provide the justification for doing so. Educate us as to why the county choses certain roads to be ripped up and oiled two to three times a year and spend the money on the countless hours for their staff to do so over doing a proper job and laying cold mix that will last for more than a few years.</p>
311	Sep 22, 2009 3:14 AM	<p>Train grader operators to keep loose gravel, especially on dust-suppressed roads, on the road and not push large amounts into ditches as has been happening lately. This makes grass cutting in ditches difficult.</p> <p>Also, when dust-suppressed road in front of residence is packed down and in good shape, not to have a grader come along and rip and loosen it. This causes dust, ruts and deterioration of the surface.</p> <p>They leave rough areas, especially, at intersections, and seem to do work where it is unnecessary and does more harm than good.</p>
312	Sep 22, 2009 3:26 AM	<p>Vehicle traffic has grown significantly over the last few years, but roads in our area (SE corner of the county) are not keeping pace.</p> <p>Snow removal is too slow on some major roads (eg RR204 south of Hwy 14)</p>
313	Sep 22, 2009 4:09 AM	<p>I live just south of the town of _____ on an acreage. Baseline road is a beautiful and scenic country road with rolling hills. It is also a busy road with a lot of traffic and a lot of cyclists. Unfortunately the shoulders on Baseline are not very wide. It would be a lot safer of a road if the shoulders are widened. Children and adults like to ride their bikes to the town of Ardrossan or to the local ice cream shop "Katie's crossing" but there is no where to walk or ride because the shoulders are so narrow. It would be great to see shoulders the size of what is on Wye road or on RR 222 from Hwy 16 to Wye. Those are wide enough with plenty of room for joggers and cyclists.</p>
314	Sep 22, 2009 3:08 PM	<p>The County's rural roads are in good condition. The worst thing about driving them are other drivers. For their own safety, bicyclists should be banned from roads with a speed limit of 70 km and over.</p>
315	Sep 22, 2009 3:11 PM	<p>1) Wye road eastbound between Sherwood Drive and Hwy 21 - patch job is very poor and very rough - drive on shoulder to avoid pounding my truck to pieces. 2) Baseline Road between Hwy 21 and RR 222 is too narrow, no shoulder, too many bikes (endurance riders who like the hills), high amount of traffic, poor line of sight (due to hills), too many approaches. I avoid this road especially in winter. I live off of Baseline.</p>
316	Sep 22, 2009 3:14 PM	<p>Wye Road as a major traffic route is being destroyed by too many side roads entering it. Traffic is too tied up on Wye and Baseline resulting in extra heavy volumes on the Range Road trying to get to 522 as it is the only free flow road south of Hwy 16 for Park residents going to Edmonton. Range Road 231/232-233 were not designed for their present volumes.</p>
317	Sep 22, 2009 3:17 PM	<p>Speed limits need to be adjusted to bring them in line with road class (i.e. Ellerslie Road west of Hwy 21 to Edmonton city limit): 80 km speed limit on an arrow straight Class I road with painted lines and the same 80 km on a gravel range road. Road building tax dollars should not be used to create cash cows. For County of Strathcona bylaw enforcement at the very minimum money should be spent on proper signage to inform the public of low speed limits on Class I roads such as Ellerslie Road.</p>
318	Sep 22, 2009 3:19 PM	<p>Overall very good County roads.</p>
319	Sep 22, 2009 3:22 PM	<p>Range Road 215 south of the Yellowhead is inexcusable as a much travelled, largely used corridor. 2 months of work was done in 2009 but never completed. Covering is like suppressed gravel only worse. Full of potholes, and extremely noisy. They have just done patching but clearly a very poor job and won't last through 2 months of traffic. We pay taxes and should have the service and roads the same as the rest of the County north of the Yellowhead.</p>
320	Sep 22, 2009 3:31 PM	<p>The RR 223 between Baseline and Wye Rd is a death trap. It is washboard in several places. We have high traffic volumes due to several subdivisions and traffic off Wye Rd. The road is very narrow and have no lane markings so everyone drives in the centre and plays chicken. Smaller cars get forced to the side - very dangerous in winter! Near the intersection of RR 223 and Baseline there is a turning lane that ends abruptly just north of the entrance to Lark Hill Farms subdivision. In the winter when roads are snow covered, it is impossible to detect that this lane ends, rather than continuing all the way to Baseline Rd. Several times each winter cars go off into the ditch, sometimes overturning. It should extend to Baseline Road. Also at the intersection, a very sharp, slow turn is needed to turn safely off easbound Baseline onto southbound RR 223. A couple of years ago, we thought this would be corrected by widening the approach. Instead the pavement was re-surfaced, making the problem even more pronounced. RR 223 is a mess in several spots, particularly at RR 223 and Wye Rd. east of Hwy 21. Baseline is dangerous for bikers and pedestrians. When re-surfaced last year (or was it 2007?) the shoulders should have been widened. There is far too much traffic on that road for the very narrow shoulders there. In Ardrossan, the roads have such steep sloping and deep ditches as to be dangerous in the winter. Streets/roads appear to have been built up and narrowed over time.</p>
321	Sep 22, 2009 3:34 PM	<p>I encourage you to consider the environmental effects of road maintenance and improvements when making decisions. Upgrade based on safety needs rather than convenience. Educate people regarding the ecological value of roadside green space (e.g. movement corridors, nesting habitat, grazing patterns, erosion control, water quality improvement).</p>
322	Sep 22, 2009 3:37 PM	<p>Do you have quality control? When Range Road 223 was resurfaced two years ago between Baseline and Wye Road, both approaches were like a washboard and they were left like that. Had someone been checking on that contractor? I'm positive they would have had to redo, this is a terrible waste of tax payers money. They are at this time trying to repair the bad workmanship.</p> <p>Yours truly,</p>
323	Sep 22, 2009 3:40 PM	<p>1) Received questionnaire Friday 18th due Monday 21st. Give more time to answer. 2) Questionnaire too complicated. 3) Safety - paint white lines across road on Baseline/530 at all stop signs. 4) Stop wasting money to put gravel etc. on Twp 530 between RR 210 and 211. 5) Make stop signs larger and more visible.</p>
324	Sep 22, 2009 3:41 PM	<p>Wildlife control measures should be stepped up. Deer on Wye are extremely hazardous. One day last winter 5 collisions in a 10 mile stretch.</p>
325	Sep 22, 2009 3:44 PM	<p>Why are new subdivision roads wider than Class II roads? County rural roads are so narrow with dangerous lips on the ditch edges. Road are worse after maintenance. You need to review your procedures and workmanship. Does anyone inspect roads after work completed? Someone needs to look at the job done on Range Road 211 north of correction line. What a mess.</p>
326	Sep 22, 2009 3:48 PM	<p>Consider using local traffic only and re-route out of County (i.e. Leduc/Nisku) traffic along a wider safer route - keep high volume traffic off range roads with subdivisions (kids/bikes/families) e.g. RR 221 NB from 510 to Hwy 14. Consider filling in nearest side ditch to entrances of subdivisions (use culvert) for subdivision residents for walking/bikes (range road too busy/dangerous to walk on). Add solar light stands to end of subdivisions - safety!</p> <p>*Thank you for doing the excellent work on Twp Rd 510 from 220/Hwy 21 - wider, safer and smoother on vehicles!</p>

327	Sep 22, 2009 3:55 PM	I disagree with questions 1-6 if I drive the roads "daily". I drive Class I and IV roads regularly, but not daily and some hamlet roads often. Areas that drift regularly across the road should have snow fence or more often plowing. Range Road 225 north of Hwy 16 is often worse than our subdivision road in Voyageur Estates. Increasing recycling to reduce pavement width and also pavement sideslopes being so steep is good. If full road resurfacing is required, it should not be put off by crack filling and seal coats. If these treatments are done regularly and increase pavement life - that's really good. Sight lines are very important. If we don't keep weeds and trees controlled they become unmanageable and the trees must be cut - too late for mowing (or spraying if it was allowed). I have written and phoned over the past 2 years to get the trees cut from beside the stop sign. The rest of the side triangle on our land is clear (_____). I will ask my Councillor next (Sept 21) - maybe 1 of the 2 will work.
328	Sep 22, 2009 4:03 PM	Roads should be diverged (slow curves) and maintained (repair of small potholes not a priority) on the basis of safety - for vehicles, walkers/runners, animals and wildlife - and environmentally low impact. Speed (speed limits too high in most rural areas and not policed) and budget should not be the main concern. Protection of natural habitats (e.g. water bodies) should be a priority in road design and maintenance. Rural roads is yet another example of how the County could and should be much more active in environmental stewardship.
329	Sep 22, 2009 4:09 PM	We live on _____. We also frequently drive north on 213 to Hwy 16. In winter especially, even when the roads are cleared of snow, this stretch of road can be very dangerous to drive on. I find the volume of traffic has really increased in the past 5 years and has gotten busier throughout the year. In the winter I see small vehicles stuck in the ditch from time to time because their tires have been sucked in by the snow that sits on the very edge of the road, and they've had to go that close to the shoulder to avoid on-coming vehicles. Vehicles ranging from: big rigs, including motor homes, horse trailers, water trucks, school buses as well as pedestrian and bicycle traffic (in the summer). 213 is also habitat to big game, moose/deer crossing all year round. I am not a transportation expert, but here is some advice: if the road were only 6 feet wider, it would make for a much safer road to be on. We do need the extra width for half of the year, surely that counts for something when you're prioritizing factors.
330	Sep 22, 2009 4:22 PM	In Best Estates especially the road grade in my opinion is extremely high making lawn mowing of bank very difficult. On this well drained (HIGH) areas this was not necessary. I realize this was done 15+ years ago but we should not allow it to happen again (engineering)? With a new asphalt layer added a few years ago the problem was accentuated. Section of RR 225 from Twp 514 south has been deplorable the 10 years we have lived here. In 2009 a coldmix was applied on a section across the sleugh. Why not at least up to 514? It actually is already breaking up. Had Hansen Estates (repaved in 2009) and Best Estates (2006?) been graded down by 1.5 to 2 feet this ground could have been used to grade up and widen RR 225 across the swamp to form a proper bed than apply asphalt - bandaids won't work. Common sense will. We have to question engineering. Thanks for allowing me the opportunity to voice my ideas.
331	Sep 22, 2009 4:32 PM	Roads need to be wide enough so a shoulder can be painted. It makes good sense (like on Whitemud extension) to make one shoulder wider than the other. The wide shoulder makes it safer for people who bike year round. Using a bit of asphalt to build pedways between subdivisions is a great way to make communities safer for kids and adults alike (Graham Heights - Windsor, Executive to Sherwood are 2 examples of pedways several of us use). We really need bike trails between Wye Rd and Whitemud on RR 232, 233 and 231! These 3 roads are presently not friendly to walkers or bikers. Please think of this when doing the engineering for these high-traffic areas.
332	Sep 22, 2009 4:37 PM	I live on _____. The immediate response from the County, namely that this road is under provincial jurisdiction will no longer wash! I pay property taxes to Strathcona County (an increase of over 20% in a down market) and expect services to reflect those of the richest Canadian municipality! Fourteen years of poor quality roadway (to the point of dangerous) is a disgrace! I sympathize with neighbours who have lived along this roadway for longer. Stop making excuses and do something now!
333	Sep 22, 2009 4:45 PM	We reside in _____ and have a major concern: when approaching RR 210 from Wye Rd eastbound, turning into RR 210 is a dangerous undertaking most of the time although the speed limit on Wye Road is supposed to be 80 km/hr most traffic travels at 100 km/hr and over. One day someone will get killed at that intersection. We suggest you consider: 1) A double solid line, as indicated on the drawing attached, so no traffic eastbound turning into RR 210 would be in danger by traffic continuing eastbound in the right lane. Also it would prevent traffic to pass on the left side. 2) Widen the section around RR 210 so traffic can pass freely on right hand side of still standing vehicles. 3) I do not know if same is required for the westbound approach of RR 210. Thank you for your consideration. _____ ***See diagram from hard copy questionnaire.
334	Sep 22, 2009 4:54 PM	Our road widths are most important. Our road 221 south of Wye is much narrower now than 10-15 years ago, no shoulders - just a straight drop off. Terrible! In winter it makes it especially dangerous if it is at all slippery or heavy after a snowfall.
335	Sep 22, 2009 4:57 PM	Upgrade RR 222 from Hwy 14 to Wye Road to secondary highway standards. I realize this is provincial responsibility but let them know that this is required because of the volume of car traffic and large trucks (water trucks) and high number of school buses that use this stretch of road.
336	Sep 22, 2009 5:00 PM	RR 222 between Twp 510 and 512 must be paved and kept that way. Roads in West Bear Haven Estates subdivision should be maintained and paid for by the County, not residents when some mill rate is paid on million dollar homes!
337	Sep 22, 2009 5:04 PM	It may not be your jurisdiction, if so I would appreciate it if you would forward this to the proper channels: Sherwood Park Freeway (Wye Road) was patched approximately 3-4 years ago from Broadmoor to Highway 21 and the patch job was worse than the road was before it was done. It is now one of the worst pieces of road in the County, and the idiots responsible should be held accountable! _____
338	Sep 22, 2009 5:59 PM	There must be a more efficient use of personnel at work sites. It is important to provide employment, however, not at the expense of the taxpayer. Nothing is more frustrating to see at a work site than idle workers. Redeployment of idle workers to more work sites would seem a more efficient use of manpower and benefit the completion of more projects during a shorter period of time. (pie in the sky thinking???)
339	Sep 22, 2009 7:29 PM	Living on one of the coldmix roads - having the crew fix/resurface the road properly would be fantatstic. RR 224 south of Hwy 14 has rumble strips in the fire lane on east side due to operator error - track from equipment is awful! The steep ditches and narrowing of road combined with the rumble strip in wrong place and very light grater snow removal in winter make this a hazard. More grater on gravel roads would make travel much more management and less of a problem - we do live in the country so gravel is part of that but the huge potholes and gravel on edges doesn't need to be. Thank you.
340	Sep 22, 2009 9:22 PM	1) Slope from centre of road to shoulder 2) Slope from shoulder to ditch 3) Width of Class II roads

341	Sep 22, 2009 9:24 PM	<p>- Having a good road is not important if it is un-drivable, we need better plowing and sanding like Leduc County.</p> <p>- The bulk water trucks are damaging the roads, we need more bulk water stations around the county</p> <p>- And last, there must be 8 different school buses driving through our sub-division every morning and evening, why can't the schools get together and have one bus to a sub-division then off to a transfer station to each different school. Buses are hard on the roads also.</p>
342	Sep 22, 2009 9:24 PM	Question #10 degrades this whole questionnaire...who came up with this idea?
343	Sep 22, 2009 9:26 PM	Twp Rd 512 retopping just completed. RR 223 retopping just completed. Excellent job! Thank you.
344	Sep 22, 2009 9:29 PM	RR 222 is almost not able to be used anymore. Though residents opted not to have it upgraded, we still need a road to get to all the subdivisions south of Wye Rd. This road is very treacherous to drive and damaging to vehicles. The narrow ditches allow deer to often jump out in front of vehicles.
345	Sep 22, 2009 9:32 PM	RR 213: #1 make wider; #2 round off shoulders of road (instead of squared drop off). This applies to the corners also. 524 cut off to Wye is also dangerous when you cross the tracks heading north - that corner is deadly. But last and for most its got to be wider not only to protect people but wildlife also!
346	Sep 22, 2009 9:37 PM	Centerlines should be painted to keep assholes on the right side of the roads; i.e. RR 213 between 524 and 530, Hwy 16 is a road with hills that people drive too fast and all over on.
347	Sep 22, 2009 9:41 PM	I believe that you should not try to get all the roads to level one. That would be too costly. Maintain the roads to be as safe as possible by fixing potholes and brushing corners for sight distance. As much as possible have no gravel roads. Apply asphalt to gravel to suppress dust.
348	Sep 22, 2009 9:42 PM	Don't wait too late in the fall for coldmix rejuvenation. RR 213 between 520 and Wye Rd is an excellent example of what not to do. Washboard over length and numerous patching areas only 3 years after it was done.
349	Sep 22, 2009 9:44 PM	Excellent job maintaining our network of roads - best I have experienced in any rural county bar none! Great snow removal in the winter. Please keep up the good work!
350	Sep 22, 2009 9:49 PM	We have lived in the County for 15 years and the condition of Twp 510 is very poor. All the grading and oiling lasts such a short time that to me seems like money just thrown away. I know if it was in better condition it would be used more - taking some traffic off Hwy 14.
351	Sep 22, 2009 9:55 PM	As a resident of Strathcona County and someone who travels Hwy 629 (Twp Rd 520), east of Hwy 21 daily, I find it distracting and dangerous that the road abruptly changes from a "Class I" rural road east of Hwy 824 (RR 222) to a rough, poorly maintained "Class II" rural road west of Hwy 824 (RR 22) up to Hwy 21. With Fultonvale School, Strathcona Olypiette Centre, Half Moon Lake Resort, Collingwood Cove and numerous residences travelling on this road way, I am surprised the section of Twp Rd 520 west of RR 222 up to Hwy 21 (where the first stop sign appears) has not been reclassified and upgraded to a "Class I" rural road.
352	Sep 22, 2009 9:57 PM	I would really like to see "solar" powered flashing stop signs for vehicles wishing to enter onto highways (i.e. RR 221 entering onto Hwy 14 east). Too many times I've seen people fail to stop and cause accidents on major highways. Most of these are fatal.
353	Sep 22, 2009 9:58 PM	I feel Class I roads need to have the paint kept up for proper night driving. Really helps with the overall safety.
354	Sep 22, 2009 10:02 PM	Quality control of work is poor, graders have left edge of shoulder high preventing run off/drainage. Rocks the size of soft balls have been left after crew "completed" work on Class II and III roads. Crews not showing "pride" in work they do - just a job.
355	Sep 22, 2009 10:04 PM	The majority of the roads I travel are well maintained. I live on the most eastern side of the County. There are some gravel roads there still and a few have been upgraded through the years. We do use those roads more now because they have been upgraded.
356	Sep 22, 2009 10:07 PM	We have resided in our present location for 40 years and appreciate the roads. Never have we had any major headaches with the County roads. Occasionally "rough stretches" occurred but these, have in time, been upgraded. Thank you.
357	Sep 22, 2009 10:11 PM	In areas where a hotmix road is only servicing a few residences it should be let go to gravel. It is hard to justify huge expenses for a limited number of farm homes.
358	Sep 22, 2009 10:14 PM	Why is it that the roads that are further away from the city centre get the least amount of care! As you drive east towards Beaver County the roads get worse. Do those people pay less taxes? Is that why they are the last in line? It seems like they use the "bandaid" theory rather than fix the roads properly!
359	Sep 22, 2009 10:16 PM	Too many intersections have trees growing too close to the corners - most road surfaces are fair to good.
360	Sep 22, 2009 10:21 PM	The continual resurfacing of some roads (e.g. 220, 223, 224) between highways 14 & 16 has resulted in possible loss of 3 feet of usable road width. If this process continues eventually two school buses will not be able to safely bypass each other. The grind and recycle method would reduce this narrowing.
361	Sep 22, 2009 10:45 PM	Less emphasis and money building bike paths that are seldom used and fix roads. Some main roads in Sherwood Park have been a disgrace for 2 years or more. Finally some repairs/rebuild in last few months (e.g. Wye, Baseline, Sherwood Drive).
362	Sep 22, 2009 10:50 PM	<ol style="list-style-type: none"> 1) Use a modern computer survey format to save money. 2) Establish a new rural road classification - Class A - hotmix asphalt/4-lane with curbs/sidewalks like Sherwood Drive for more than 1000 vehicles per day with significant foot/bicycle traffic (example: RR 233 from Twp 522 to Wye Rd).
363	Sep 22, 2009 10:51 PM	Notification re. road assessment and proposed treatment for affected area would be appreciated!
364	Sep 22, 2009 10:54 PM	Roadside weed control is important BEFORE they seed and blow our adjacent fields.
365	Sep 22, 2009 10:56 PM	The roads in our East Whitecroft Community are terrible - due to heavy traffic vehicles and the resurfacing with cold asphalt which is easily damaged during hot summer months.
366	Sep 22, 2009 10:59 PM	I'm a farmer and find the roads too narrow when moving wide equipment (e.g. rakes etc.). Drivers have no respect and pass without slowing down or pulling over into an approach. They should be educated - media etc. at harvest time that Strathcona County is an agricultural community but now overtaken by subdivisions.
367	Sep 22, 2009 11:01 PM	Twp Rd 530 should have turning lanes into subdivisions. Add a bike trail down Twp Rd 530 as it is used alot by cyclists.
368	Sep 22, 2009 11:03 PM	County of Strathcona roads are in better condition than any other county in Alberta.

369	Sep 22, 2009 11:05 PM	I am very displeased with the way the Wye Road has been an inconvenience all summer. This road has been pieced together from RR 231 to RR 232. This road should be resurfaced from 231 to 232. Get this done and stop inconveniencing us for so many months.
370	Sep 22, 2009 11:07 PM	Road is becoming too narrow - as a farmer moving big wide equipment has become a challenge. People won't pull into an approach so you can go by (mostly women).
371	Sep 22, 2009 11:08 PM	Thank you. Good roads.
372	Sep 22, 2009 11:09 PM	Intersection of Wye Rd and RR 232 should be redesigned (i.e. mismatch N/S approaches).
373	Sep 22, 2009 11:14 PM	Direction signage (rural); traffic lane markings; access Hwy 21 (N and S) and Wye Road (E and W) from Wyeclif - service roads? Merge lane from Hwy 21 to Wye Road (W).
374	Sep 23, 2009 12:36 AM	County needs to take better care of North Strathcona County. The Shell plant is located here, but we do not receive any benefits (eg better roads) from the taxes dervied from the industrial lands. More paved bike paths in Sherwood Park does not improve relations with rural county residents. We deal with the pollution, extra vehicles on the road system, decrease of agricultural lands, misplaced wildlife and still nothing is done as a "show of good faith" to the residents that live in this area. The least the county could do is upkeep the road system, and have Class IV (with the emphasis on fully-bound resembling coldmix pavement) roads on all of the roads in this area.
375	Sep 23, 2009 2:19 AM	We have an acreage and a farm in the County so we spend considerable time travelling on the rural roads. Overall I am rather impressed with the condition of our rural roads. It has made the huge increase in my acreage taxes marginally easier to live with.
376	Sep 23, 2009 2:22 AM	My name is _____ and my address is _____. My front road from Twp 510 to 512 was recently redone. It was in very good shape to begin with requiring no patch work for crumbling pavement so I do not understand why my tax dollars have been spent on this project. Save some money and reduce my taxes.
377	Sep 23, 2009 2:25 AM	_____ promised walk/bridge paths along RR 233 - seven years ago. Since then two subdivisions have been approved with the increase of traffic - no bike path. Let's get on with the program - what do rural residents pay these outrageous taxes for.
378	Sep 23, 2009 2:28 AM	Take a look at the number of employees driving around and parked on sides of back roads doing absolutely nothing, including road sprayers.
379	Sep 23, 2009 2:30 AM	Concern over parked cars on streetway in the hamlet of Josephburg (main street) leaving room for only one lane of traffic - possible cause of accidents!
380	Sep 23, 2009 2:32 AM	Roads south of Hwy 16 in good repair, north not good. Josephburg road to Fort needs work.
381	Sep 23, 2009 2:35 AM	Compliments to grader patrol operators in Division 5. Excellent at gravel and dust control overlay. Exceptional snow plowing roads in winter. No plugging driveways and good at pushing snow back to widen roads. Tip of the hat to these people!
382	Sep 23, 2009 2:37 AM	It's time to do something about the Josephburg Road (correction line) it's too narrow - it has no shoulders and needs both the yellow and white lines.
383	Sep 23, 2009 2:39 AM	Start reviewing the efficiency of the road work being done. Almost all of the time money is being wasted by ineffective maintenance programs.
384	Sep 23, 2009 2:42 AM	RR 213 between Hwy 16 and Wye Road is too narrow for the amount (high) of traffic.
385	Sep 23, 2009 2:45 AM	I am a school bus driver and travel many kms a day. I am concerned with RR 224 because it is extremely narrow. Two years ago as I was travelling southbound on 224 between Twp 534 and Hwy 16, a large truck struck one of my mirrors. I'm hoping that you will look at this roadway and see if anything can be done to improve its safety. Thank you.
386	Sep 23, 2009 2:47 AM	More policing on side roads RR 214 and Wye Rd to Hwy 16 - speed limit should be dropped to 60.
387	Sep 23, 2009 2:53 AM	We drive Class II roads mainly and we find the repairs very poorly done and are concerned with how narrow these roads have become and how steep the ditches are (Twp 542 between RR 223 and 224). Focus should not be on the lowest bid for road work but to companies that can guarantee quality work so repairs do not need to be done as often.
388	Sep 23, 2009 2:55 AM	Take down construction signs when there is NO construction going on. Better signage of major intersections when construction is going on (e.g. Wye Rd/Baseline Rd on Hwy 21).
389	Sep 23, 2009 2:59 AM	RR 213 between Wye Rd and Yellowhead carries above average traffic. This road has become too narrow because of overlay loss and no shoulder and has alot of sharp, blind hills. The road surface is good, but the road is unsafe (terrible) and should get priority for upgrade.
390	Sep 23, 2009 3:00 AM	Roads I drive are acceptable and well engineered.
391	Sep 23, 2009 3:04 AM	1. The quality of the new coldmix jobs must make an old foreman like _____ roll in his grave. 2. Previous foremen like _____ only cut the shoulders in the early spring - with the quality and power of the new graders large quantities of money could be saved in wages and equipment maintenance if the county resorted to this practice instead of grading the ditches every snowfall.
392	Sep 23, 2009 3:04 AM	Please continue to use traffic control/worker safety signage when repairs are being made to any road. Work with the police to control speeding in construction zones. The roads I use are well maintained and taxes are high enough for the economic times.
393	Sep 23, 2009 3:06 AM	It seems odd to us that some range and township roads seem to get cadillac treatment, whereas others (RR 222 south on Wye Rd for example) are left in terrible condition.
394	Sep 23, 2009 3:10 AM	Most of the roads going north from Twp 550 to Hwy 15 are in REAL BAD shape. You could lose the front end of a vehicle in some of the potholes. One thing that I have noticed that is real hard on some of the roads is the farm equipment that travels over them. I have followed some of them and watched the indentations that were being left behind them. Don't know that anythinghg can be done about, but they are hard on the roads.
395	Sep 23, 2009 3:11 AM	Improve crack filling etc. often, not done carefully.
396	Sep 23, 2009 3:15 AM	1) Bicycle path is needed on Baseline between Hwy 21 and Strathcona Wilderness Park because of high volume of bikers. 2) Baseline at 213 is a death trap because of speeders going through the stop sign. I have had several close calls. * Please install speed bumps.

397	Sep 23, 2009 3:19 AM	Baseline intersection takes too much time, too many machines standing still too long at a time, too much dirt work on the 21 part of it. Other roads are ok.
398	Sep 23, 2009 3:21 AM	All in all the roads in my area are fine although Baseline needs to be widened with shoulders.
399	Sep 23, 2009 3:26 AM	Widen road where there is a subdivision so that people can safely walk the road to circle a subdivision (e.g. RR 221 from Hwy 16) is used by heavy trucks, motorhomes, buses and cars/trucks driving faster than speed limits. Dangerous for pedestrians to walk the road. Pedestrian pad would be very welcome!
400	Sep 23, 2009 3:28 AM	Narrow roads should be widened. Baseline Rd should be widened, too much traffic and no shoulder.
401	Sep 23, 2009 3:30 AM	Baseline Road too narrow. Need some additional paving between Main and King streets.
402	Sep 23, 2009 3:33 AM	Generally I think you folks do a superb job! No complaints or criticisms here! Thanks!
403	Sep 23, 2009 3:46 AM	Overall fair, backslopes and sideslopes, I live on RR 212, traffic volumes high, widen this road! Enforce stopping at stop signs.
404	Sep 23, 2009 3:08 PM	I am very pleased with the way the County maintains its roads both winter and summer. I comment largely on the rural roads since I reside in the County, but the major arteries in the hamlet are well maintained as well.
405	Sep 23, 2009 3:11 PM	I live on _____, loaded trucks contracting drive down 220, road is a washboard. Since they opened a home business on Range Road 220. This is also very noisy, trucks running in the winter months. Thanks.
406	Sep 23, 2009 3:14 PM	I find driving on the back roads very hard to determine the edge of the road when there is oncoming traffic. A painted centerline would be very helpful especially with high volume of traffic in the harvest season. RR 210 north 16 also Twp 542 east of 21 as well as others.
407	Sep 23, 2009 3:17 PM	Baseline Road needs to be wider to add a bicycle route. Many people use this road for cycling and cars need to slow down as there is not room for meeting cars and bicycles. Before a severe accident occurs a bicycle route needs to be installed.
408	Sep 23, 2009 3:39 PM	Hwy 830 north from #16 (Yellowhead) to approx. 1 mile north of Twp Rd 534 is posted at 80 km/hr, which is only a "police" entrapment and does not make any sense at all! Such as: safety, road conditions, or any other unnatural conditions of this stretch of Hwy being that the majority of this Hwy is posted at 100 km/hr.
409	Sep 23, 2009 3:44 PM	I feel that all coldmix roads are not treated equally. Our road is patched every year but one mile over is torn up and redone every year with gravel put in all driveways. That road seemed in no different shape than ours: I hope good traffic counts are done before resurfacing roads.
410	Sep 23, 2009 3:52 PM	1) Stop practice of repairing spots on Class II grid roads and overlaying complete 1.6-3.2 km. Blade patch repaired spots and continue surface sealing to protect coldmix. 2) DO NOT upgrade Class III to IV until present policy is met 65-100 vpd with 4 occupied approaches over 100 vpd. 3) Invest funds to upgrade Class I roads with savings from Class II overlay program (spots repaired blade patches only). 4) Invest savings from country residential program because full repair will soon not be required as newer (2000 plus C.R.'s) have no need for base stabilization. 5) a. Reconstruct Class I roads like 520 (222-Hwy 21) b. Spot repair Class I roads and overlay with asphalt (RR 232 514-522 to Whitemud) 6) Consider reconstructing Class II roads like RR 220 (510 - Hwy 14) (2 examples only) 7) Address brush and other sightline issues at intersections regardless of road classification ASAP using vpd, accident stats etc. 8) Sanuik grade Class IV roads are necessary and apply light surface spray of DC10 to meet policy of dust abatement/not dust elimination as per tight bound surfaces.
411	Sep 23, 2009 3:56 PM	We are most disappointed in RR 215 on which we live. It is a shame the province of Alberta has control of this so-called secondary Hwy 830. It is more like a cattle trail than a highway. It was in better shape when the County cared for it. We are not impressed. After numerous complaints and paying extremely high taxes, the road is no better! The "bucket and shovel" repairs made to this road are a joke. Can Strathcona County not exert some influence on the province to keep provincial roads in our County in better condition? The subdivisions around here have superior roads to #830. The residents along 215 are disgusted!
412	Sep 23, 2009 4:01 PM	There are many SUV's and pick up trucks on the roads today. If vehicle 1 and/or 2 is a truck of sorts, vehicle 4 is not visible to vehicle 3 attempting to make a left turn. ***See diagram on hard copy questionnaire.
413	Sep 23, 2009 4:04 PM	Class II - please look for problem areas and deal with them - not just redo a full 2 mile section (e.g. RR 225 between 511 & 512). There are about 3-4 spots that get knocked out when we have rain - the rest of this section holds up quite well and this year has been very good (maybe due to lack of rain). Snow removal - you are doing an excellent job!
414	Sep 23, 2009 4:07 PM	Re: Question 9 2nd item: Every time RR 225 is overlayed we lose close to one foot of driving space and the shoulders are getting steep. With several school buses, delivery trucks, waste pick up vehicles, passing oncoming traffic safety is getting harder - especially in the winter when roads are snow covered and ditch edges are harder to judge. We have lived here for over 20 years and have noticed quite a difference in road width.
415	Sep 23, 2009 4:10 PM	I live adjacent to _____. I would suggest that traffic lights be installed on all three intersections 231, 232, 233. Flashing lights should be installed on North South stop signs. This road should not be increased to 4 lanes. Truck traffic should be using Anthony Henday. Safety is presently an issue as is speeding. Traffic lights would dissuade motorists using this road as a race track.
416	Sep 23, 2009 4:13 PM	I live on a service road on _____. It is very poorly maintained since the revamping of the whole road a couple years ago. From shutting it down with no notice whatsoever, to letting potholes grow to unbelievable sizes. They said it would be safer access to Wye Road from our driveway. Since I have lived here in the past 4 years there has been 4-5 cars rolled over in the farmers field across from us. To me that is not any safer than it was before!
417	Sep 23, 2009 4:19 PM	The way in which traffic flow has been changed on Wye Road during construction is TERRIBLE! No thought to signage or safe traffic flow appears to have been done! Also, the use of loose gravel to repair sections of Wye Road east of Hwy 21 is very poor planning! This has created a definite "rock chip" hazard for motorists - thumbs down!
418	Sep 23, 2009 4:22 PM	When grading the coldmix road surface, it is "very" important that the crown and 1/4 crowns are finished correctly to assure continuous drainage. Road surfaces that retain water have costly consequences in softening subgrade and the effect of freeze thaw cycles that destroy the road surface. Many dollars wasted there. Good grade checking would save a lot of money and future costly repair.
419	Sep 23, 2009 4:25 PM	Clearing brush at intersections so that you can see when you stopped at a stop sign - that it is safe to cross. Example RR 225 at Twp Rd 520 also Twp Rd 514 at 224 are 2 examples of roads where you need to pull ahead of the stop sign to see if it's safe to proceed - there are many others unsafe as well.

420	Sep 23, 2009 4:27 PM	Repeated resurfacing of Class IV roads continually raise the road surface above driveway approaches. Suggest County add gravel to the approaches in step with the resurfacing schedules as is done with Class II roads.
421	Sep 23, 2009 4:29 PM	In our area (512 - 223 to 222 and to Hwy 21) have been redone and are in excellent condition now. 223 - 510 to Hwy 21 and 512 - 223 to Hwy 21 were awful but much improved now.
422	Sep 23, 2009 4:35 PM	-Add more 4-way stops to help reduce collisions. -Paint lines on all paved roads. -Reduce growth in County. Focus on improving existing roads more and slow the need for new roads. -Find savings in other County expenditures so that more can be spent bringing roads up to proper safety standards. -Having improved only 6% of Class II roads is disgraceful (needs to be brought up to 100%)!
423	Sep 23, 2009 4:47 PM	Twp 520 between RR 205 and RR 203 and RR 204 north RR 212 from Antler Meadows and Twp 524: The above roads which I drive on as a school bus driver are in very bad condition. They were better as gravel roads. The surface is very poor with lumps of the mix causing bumps and ruts and ridges left by the machinery make them very difficult to control the bus due to the shaking and rolling. Drive along it on a wet day and see how many ruts and ridges show up. Give me back the gravel roads, at least I could avoid the potholes. On Twp 520 I believe this is the 2nd attempt of improving the surface. Very poor attempt.
424	Sep 23, 2009 4:49 PM	RR 220 north of Hwy 16 has dangerous hills just north of the highway. Not only are the hills bad, the road is very narrow! I think rural roads are repaired (paved) on a "who you know basis" not on an as required basis! Are these studies really looked at?
425	Sep 23, 2009 4:53 PM	For sustainability asset management practices to be effective, the County needs to base their annual funding requirements on where the inventory of the County roads are in each of their lifecycles. This information can only be ascertained by frequent updating of the roadway network condition (surface distress, roughness and structural). This data can then be projected forward to develop a sustainable 10-year capital/operating plan. This was recently accomplished in the City of St. Albert with their infrastructure reviews.
426	Sep 23, 2009 4:55 PM	Twp Rd 542 (Partridge Hill Road) needs to be widened desperately. With all the lights in Fort Saskatchewan now, commuters use this road as a bypass. I drive this road daily and cringe if I meet a school bus, wedding truck or larger trucks. When the weather is bad, it's even scarier. The ditches are extremely steep and there is no shoulder. It's only a matter of time before a serious accident happens or worse a fatality.
427	Sep 23, 2009 4:57 PM	Generally County roads are in good condition. Where roads seem to decline fairly rapidly it would be a good idea to monitor the type of traffic using the road (e.g. Twp Rd 534 between RR 215 and 214).
428	Sep 23, 2009 5:00 PM	I'm disappointed with the way the rural road ditches are being kept. I think there should be more brushing to eliminate the growth from the fence lines to the road edges. I was also disappointed with the large amount of brush pushed back and left after the big wind storm. It makes the roadways un-sightly. I know that there are miles upon miles of rural roads, but...if a tree were to fall over in Sherwood Park, there would be a flock of workers out there to clean it up and haul it away, not just push it against other trees and left.
429	Sep 23, 2009 5:03 PM	RR 214 extremely dangerous from Hwy 16 to Twp Rd 524. Narrow shoulders with drops of up to 18 inches from pavement to bottom. Some locations have a 12 inch drop in 10 inches of lateral. Very dangerous. Example: West side of 214 at 524 intersection there are very dangerous drops along the whole route Hwy 16 to Twp 524.
430	Sep 23, 2009 5:07 PM	For the 14 years we've lived on our road, whenever we ask for road repairs we are told that the road needs "base repairs" and until that happens, it will continue to be in constant need of repairs. As of today, no base repairs have occurred. Continual patching of the top is a waste of money. Why not fix the road properly in the first place. Not only will it be cheaper in the long term but the road will still be here in 50 years.
431	Sep 23, 2009 5:09 PM	The County does an excellent job of clearing snow in the winter. In fact it's almost like an overkill at trucks with plows then soon after graders come along, then quite often another truck. It's like a waste of tax money.
432	Sep 23, 2009 5:13 PM	It would be useful to have this questionnaire after public presentation so that the public can provide an informed opinion. It is now mid-September. Please do not mail out the open house announcement at the last minute - 3 weeks notice minimum would be preferable for household planning purposes.
433	Sep 23, 2009 5:16 PM	Overall you do a good job especially in winter. Roads are maintained. Very responsive to issues raised. A pleasure to live in this community.
434	Sep 23, 2009 5:19 PM	213 has become a very busy road with seven to nine subdivisions on it between 16 and Wye. Many school buses use this road. It is very narrow and hilly and people speed. Lots of deer and moose cross the road causing accidents and people hit the brakes trying to avoid an accident. Lots of vehicles in the ditches in winter.
435	Sep 23, 2009 5:25 PM	Baseline is the only road (county) I always use. However to get there I must use provincial Hwy 215 (830?)(RR 215). At the moment and for several years this has been an absolute disgrace - sometimes repaired or patched - mostly not. Have contacted several provincial government personnel as well as MP - why can't it be repaired as was north of 16 or give back to the County for proper maintenance. Could I please be informed about what will be done about 215 - south of Hwy 16 - is there never provisions made for sidewalks? Why is there no provisions made for pedestrians or cyclists on Baseline (e.g. difficult to get to Wilderness Village unless you have a car). Pleasure and recreation has not been considered in construction of Class I Baseline.
436	Sep 23, 2009 5:28 PM	My concern is regarding Baseline Road east between RR 210 and 211. Road is very bad and poor. Has been since 1983. We complained several times. But, Baseline Rd east past Aurora subdivision and past Wilderness Center road is fine and regular road repairs are done regularly. Everything east of RR 211 seems to stop and has stopped for many years.
437	Sep 23, 2009 5:30 PM	Speed limit in the County is 80 km/hr unless otherwise specified. Need more control of speeding including trucks with heavy loads since Class II roads are not designed for high speed which would reduce traffic collisions, improve safety.
438	Sep 23, 2009 5:36 PM	It makes people wonder who is the brain for planning road repair such as the Josephburg Road at RR 212-211-210 heavy road work roads are blocked. Poor planning is not the word - do you realize this is harvest time, farmers are moving huge equipment to harvest their crops and the County blocks them up, some planning! How about 2 hrs of work taking 8 hrs, waste of tax payers money. Tell me who is responsible to see that County money is not abused? Maybe someone should look into this mess and those responsible packing - and have someone who is serious and proud of doing a good job! All this County is good at is wasting time and being unaccountable for any job that is being done. I see that every day - complain yes - but to a wall you only talk to stupid machines and no one will call back, get rid of those machines and put a real live person to answer the phone you will be amazed how that area will improve. Have a nice day. Yours truly, Very unhappy tax payer
439	Sep 23, 2009 5:44 PM	The matter of RR 213 on Hwy 830 between Twp Rd 524 (Hwy 630 going south) of Twp Rd 520 as Hwy 629 has been washboard for about 5 years now, right after it (RR 213) was repaved. The County has passed the graders over it to take the tops off washboard. The washboard is getting deeper. RR 213 has been bad right after repaired. The grader must have used high gear when laying the coldmix to make the washboard or was it cheap coldmix to save money? Also who cuts the trees back from shoulders of road. The trees are on edge of RR 213, wildlife are hard to see when they walk out from tree line. I have hit 2 deer with my auto - is the County going to pay for damages? Taxes go up every year and RR 213 gets in worse shape. Next time the grader takes the high bumps off, grade all the coldmix in the ditch and bring back the gravel then maybe RR 213 will get more attention!

440	Sep 23, 2009 5:49 PM	Increase snow removal in Josephburg - remove the snow in the back alleys don't just flatten it. Pave the back alleys and put in new pipes under the road for our potable water so we can get better water pressure and water without sand in it that doesn't taste like rust. Put in a storm drainage system and get rid of the ditches. Put a cap on development other than single family homes. Street lights. Change the stop sign on Hwy 830 at Josephburg to stop the traffic in the other direction. This will reduce the traffic noise in Josephburg and reduce the speed of the traffic travelling through the hamlet. These are both major problems for the hamlet. This will also ease the flow of traffic for the Hwy which should have had the right of way in the first place over a rural road. P.S. That corner needs street lights. Call me.
441	Sep 23, 2009 5:55 PM	Vegetation removal up to property lines. Gravel recovery from ditches. Prepare backslope on ditches. As a taxpayer living on Hwy 14 east of the hamlet of Sherwood Park I feel that we are forgotten about when it comes to any road maintenance including snow removal. Take our money but we will get to you rednecks when we get time and money but make sure that all the roads in and around close proximity of Sherwood Park are taken care of first. We have many people who commute from redneck County to Sherwood Park and Edmonton for work, shopping, medical emergencies etc. But who cares about the redneck families east of Sherwood Park. Thanks for trying to care but this is just a nice way of trying to show us you care when you really don't give two hoots what's going on at the end of the County. Pretty bad when you have to remove various things on our road because it takes the County who knows how long to come out and deal with it. Thanks God we have good people on our road.
442	Sep 23, 2009 5:59 PM	Question 1 - our answer reflects that there are no shoulders on Baseline Road. Cyclists use Baseline Road and someone is going to be killed eventually. Wye and RR 222 - intersection with blinking stop light - light standard, and merge lane are great improvements. Would like to see blinking stop lights at RR 222 and Baseline.
443	Sep 23, 2009 6:06 PM	1) It makes no sense asking people what they want without providing order of magnitude, costs, capital and more for options! 2) Developers of subdivisions and other traffic generating facilities (golf courses, camping, restaurants) should be assessed a portion of costs of road upgrades that the resulting traffic increases will require. 3) Do not upgrade roads without carefully analyzing whether such roads will become highway to highway shortcuts. We don't need that additional "outside" traffic and I certainly don't want to pay for those roads and additional policing and maintenance. 4) County does an abysmal job of keeping ditches and rights of way clear of trees, bushes and deadfall. Makes for lousy sightlines and promotes animal collisions. Drop the token chemical spray and set up a regular mechanical brushing/chipping program. 5) It seems to me that coldmix is a huge waste of money, as it does not stand up. I think hotmix, including the required base upgrade, would be better bang for the buck. Don't bother with the full blow Class I improvements on must rural roads.
444	Sep 23, 2009 6:11 PM	Being a school bus driver I greatly appreciate the asphalt roads. One gravel road I travel every day creates a lot of dust and if windows are open and we pass a vehicle the entire bus has an interior cloud. Potholes or broken areas of asphalt require some work so students do not fall off their seats - so are a safety issue when there is oncoming traffic. Ice and snow are a problem because my roads are low priority but if a truck with a plow could come through quickly on those days it would make my run easier and more safe! Removal of compacted snow and ice would be greatly beneficial for the safe transport of students to and from school. We have many stops on our routes and we are also on a time schedule. I realize that probably every road in rural Strathcona is on a bus route, but it might be an idea for maintenance to prioritize or have a look at the existing bus routes from EIPS Transportation routes.
445	Sep 23, 2009 6:18 PM	I think they have improved slightly! But if they are going to fill an area/crack do it, signage and then please come back and get the signs - I refuse to return them to the County yard anymore - some stay in our subdivision for 12 months! Or until I refuse them...this has been happening for 26 years!! And put more than 3/4 stuff in the pothole...we usually go out and put the stuff that cars drive over and push to the sides and I put it back in the pothole - 26 yrs we've done this (honestly)! Sept 17/09: There is some repair being done now around Rolling Forest - I'll check it out and let you know how long signs etc. are left!
446	Sep 23, 2009 6:38 PM	I just really want to impress on you that it is extremely dangerous to drive in the county on rural roads other than baseline and wye road. We have only been on an acreage for just over a year and we have almost been run off the road more than I can count. I no longer use the range roads and try to get on to wye road as soon as I can. My nerves are fried and I am only in my forty's. My 18 yr old son agrees that these roads scare him more than driving in Edmonton, and for a new driver that is saying something
447	Sep 23, 2009 7:15 PM	In particular, RR 213 north from 524 to highway 16 is extremely narrow in most places. This road sees a lot of traffic from/to Uncas school and has many hills. With no center line, many people drive in the middle of the road, especially in winter when the sharp shoulders make it very easy to find the ditch.
448	Sep 23, 2009 7:56 PM	Road repair, if done, is not done very well. It's often just as bumpy when repairs are complete.
449	Sep 23, 2009 7:59 PM	Rng Rd _____ -Antler Lake Last week there was a section of the road at the entrance that was paved. (just past the train tracks) Why ? it seemed fine If you would have checked the road a little further up to where you turn left or right you would have noticed that it's rippled badly. -this part needs to be re-done
450	Sep 23, 2009 7:59 PM	Improve snow/ice conditions on roads with higher than normal traffic volumes to the Fort Saskatchewan Plants - Class II range roads. Hwy 16 and secondary 830 - safety issues with buses running to Fort Sask Plants before someone gets killed.
451	Sep 23, 2009 8:02 PM	Rural roads that have been resurfaced and gotten narrower are unsafe and more common over the past 10 years. As well how certain rural roads have been resurfaced 2 or 3 times while others are just patched occasionally. Someone special living on the road refinished so often?
452	Sep 23, 2009 8:05 PM	Wye Road between RR 231 and 232 is horrible and has been for some time. As well, Twp Rd 522 between RR 230 and 224 is so badly washboard. These are very busy main roads - we hope to see those corrected before freeze up and snow fall.
453	Sep 23, 2009 8:07 PM	All the County roads I've travelled are in good to very good condition EXCEPT RR 215 - it gets worse every year and patching it does not work. We have a permanent Rough Road sign. I'm tired of my taxes going up and the road not being fixed to County standards.

454	Sep 23, 2009 8:10 PM	Water trucks need to be monitored. Where there are no water trucks roads are in much better condition. Water is always on the road at 222 - get the bylaw to ticket those big trucks etc. - very dangerous in the winter.
455	Sep 23, 2009 8:56 PM	One example is the continuing and ongoing graveling of Twp Rd 512/514 between RR 223 and Hwy 21. The amount of times they have gravelled, graded and tore up they could have paved it with a Class I road. 512/514 roads are very busy!
456	Sep 24, 2009 2:23 AM	I would like to see the roads maintained more often our roads were in poor condition until late august , we pay high taxes and should not have pot holes everywhere.
457	Sep 24, 2009 4:33 PM	Governments are for administration. Governments are to oversee repair and maintenance. Governments should not be in the business of doing repair and analysis nor building new roads; this work should be outsourced to private companies through tendering process. Survey mailed out September 11: Survey received September 19 - 4 weeks should be time period, not 10 days!
458	Sep 24, 2009 4:36 PM	On County subdivision roads need spot cement and base stabilization before spot coldmix overlay, as recurring road breakup with only spot coldmix overlay. On coldmix roads need tar sealcoat every 3rd year before drying out. More crown on roads or shoulder compaction, so water runs into ditch, not pooling on the road.
459	Sep 24, 2009 4:38 PM	One example is the continuing and ongoing graveling of Twp Rd 512/514 between RR 223 and Hwy 21. The amount of times they have graveled, graded and tore up they could of paved it with a Class I road. 512/514 roads are very busy!
460	Sep 24, 2009 4:51 PM	No budget can handle all maintenance when everyone would like safety needs to be the priority. I drive for a living and can't understand why some areas are having lines repainted that could easily go 2 more years while others are so bad night driving is a challenge. Hwy 14 is so busy now between RR 222 and Tofield priority should be its twinning or accident rates will increase. Coldmix on RR 511 could have waited but I understand you're trying to impress voters quickly and cheaply.
461	Sep 24, 2009 4:53 PM	Dust suppression should be a given for residences and businesses established along gravel roads.
462	Sep 24, 2009 5:39 PM	Range Road 220 (south of Highway 14) needs to be widened and lines painted to match County of Leduc. There is a lot of traffic connecting commuters to other areas, and the road is unsafe!
463	Sep 24, 2009 8:12 PM	We are very satisfied with the roads in Strathcona. I believe you are doing your best. We commend you for doing a very good job.
464	Sep 24, 2009 8:16 PM	Repair/widen 520 as was promised from 222 west to Hwy 21 as was promised 6 years ago!
465	Sep 24, 2009 8:18 PM	Widen Twp 530 - very dangerous as it is. Very high traffic volumes due to new subdivisions. At the very least establish bike paths to get bicycles and pedestrians off the road.
466	Sep 24, 2009 8:22 PM	Living on _____ there are 9 families with 4 businesses being run from the residences. Baseline is a Class IV in this area with washboard at the stop signs. Between 211 & 212 there are "0" residences and the road appears to be a Class II with a seal coat - hard to understand the logic in this. Someone will argue or bring up "the traffic count". There appears to be a bit of a "catch 22" in this - if the road is poor, rough, dirty - then people will stay away from driving on the road.
467	Sep 24, 2009 8:25 PM	I do not appreciate being lied to from my councillor, _____. I was told that the jughandle road behind Walmart was not approved yet it appears that it is being constructed! Also, synchronized traffic lights between Village Drive and Ordze Ave is a MUST. Traffic flow is poor - needs desperately to be improved - let's be proactive and reduce accidents.
468	Sep 24, 2009 8:27 PM	We have lived 25 years in _____. The part of 522 Twp Rd between RR 222 and RR 224 has NEVER been given the PROPER attention it needs especially considering the increased traffic volumes.
469	Sep 24, 2009 8:29 PM	Rural roads are what we see for our tax dollar. Sherwood Park has the cadillac of services we should in the rural area on our roads!
470	Sep 24, 2009 8:31 PM	Please S/C print on both sides of paper.
471	Oct 2, 2009 9:30 PM	1. More good use of materials. Concentrate on finish with all material & labour. 2. Be more innovative. 3. Shoulders are building straight up and creating a danger to being sucked into the ditch and resulting in turn overs.
472	Oct 7, 2009 9:05 PM	We appreciate the condition and maintenance of our county roads. They do a very good job in assessing and repairing our roads and have done an excellent job in resurfacing our Class II road. Thank you so much. We think the road program is just right as it is now. Thank you.
473	Oct 7, 2009 9:07 PM	We would sure appreciate if our road could be kept up like they are south of Hwy 16. It would be much safer if there was a painted line on our main artery roads (e.g. correction line) for they are very heavily used.
474	Oct 7, 2009 9:09 PM	Rural county roads are too narrow for large trucks meeting and equipment. If roads are converted back to gravel, taxes will not be paid due to lack of services in rural county.
475	Oct 7, 2009 9:11 PM	All tax payers should be entitled to have equal roads regardless on where they live in the county. I am a 3rd generation farmer in the county and do not deserve poor roads in my area.
476	Oct 7, 2009 9:13 PM	Stop using coldmix! It doesn't last or stand up. It won't take the weight when the temp is elevated. Pave the road with hotmix and a paver and you are done with it for years to come. You are getting one season out of coldmix and for half the season the road is in poor condition.
477	Oct 7, 2009 9:14 PM	Overall in good condition - regular maintenance schedule important. Roads are very important to me as I travel to Sherwood Park and Edmonton daily.
478	Oct 7, 2009 9:16 PM	More frequent weed spraying more than twice a year. More attention to possible wind fall in ditches.
479	Oct 7, 2009 9:18 PM	SH 830 south of Hwy 16 has become very patched. The problem appeared to start in 2007 with poor work (contractor?) on the base stabilization. The portion south of Baseline Rd was a spring disaster of potholes and mud just north of Wye Rd. This is a well travelled road and can stay as Class II with regular maintenance.

480	Oct 7, 2009 9:24 PM	<p>1) It always amazes me how much money our county can spend on "consultants". They probably don't live here so why are we thinking they know anything about our roads!</p> <p>2) I live on the "Highway to No-where" which was built because the county wanted a money grab from the province. In the past few years the road has already needed a resurfacing and it is only about 8 years old (with only about 900 cars per day) when the money should have been spent on RR 233 coming out of Sherwood Park and linking with the Whitemud.</p> <p>3) The ditches are way wider than they needed to be. I think they are now in the vicinity of a 40 ft. right of way when a 30 ft. would have been ample. The loss of trees was devastating - no consideration to the fact that trees clear the air of exhaust - especially huge spruces that clear the air even in winter.</p> <p>4) I have little comments on what the county could do to improve the roads as, in the past, they have never listened to the residents anyway when they are the ones who know the roads best.</p> <p>Good luck!</p>
481	Oct 7, 2009 9:34 PM	When work is completed on resurfacing or repaving please clean up the intersections. Gravel has been left on cross roads (225-522) for 2 years. Sucks to have nice old cars that get chipped up due to this lack of work.
482	Oct 7, 2009 9:36 PM	Lines should be painted at intersections to provide drivers with a lane that they should be in.
483	Oct 7, 2009 9:45 PM	It is a waste of time to pack the dust control roads with the rubber tire packer. It takes 3 months for traffic to make it smooth again. Stop making roads narrower when overlaying. They are unsafe and very difficult for farm machinery, to pull over! Some places I refuse to pull over until I reach an approach or intersection. This is late because we are harvesting, as are all other farmers!
484	Oct 7, 2009 9:49 PM	Range Rd 215/Secondary 830 going to Josephburg from Wye Rd to north of Hwy 16 - very poor condition. Patch repairs have been done, but still a very rough road for the traffic on it.
485	Oct 7, 2009 9:50 PM	Take care of them and maintain them.
486	Oct 7, 2009 9:54 PM	Widening/improving RR213 will only encourage speeding - many already go 100 km/hr. Signs required identifying hidden driveways (realize it's not a paving issue - but pass request on please). Limit the GVW allowed on Range roads.
487	Oct 7, 2009 9:57 PM	We have a gravel/fully oiled road surface in front of our property and it is horrible. They rework about 2 times per year and between times it is horrible. Then every 2nd or 3rd year they add gravel, what a waste of time and money - just coldmix it already. The road is Twp 514 and if you look at RR 225/224/223 they were all resurfaced when they did not need to be.