

## Mink Lake Virtual Open House Questions and Answers

*I'm concerned about the design of the roadway's cross section which shows an 8.6m wide design, which only allows for a 0.6m wide shoulder if the travel lane design follows the County's standard of 3.7m for arterial roads. I'm wondering why the design never accounted for a 1.5m wide shoulder to accommodate for public use? Since there is a general store on the roadway and access to Star Lake, I believe installing a narrow shoulder is a missed opportunity on the County's part to allow for pedestrian and cyclist use of the shoulder.*

The designed cross-section is consistent with Parkland County engineering design standards for an Arterial Road width. The design allows for the 3.7m width and a shoulder width of 0.6m. Wider shoulders were considered during preliminary engineering stage. Considerations included the actual traffic volumes, challenges of acquiring additional needed land and project costs. The overall width of the road has been increased from the existing width and the profile of the road has improved sightlines helping the road users with improved ability to see and react to potential hazards encountered on the roadway, including pedestrians and cyclists. The final design was a pragmatic solution with a balance between safety and costs.

*I have a few questions regarding the upgrading of Twp. 524:*

- *What type & how much "tree clearing" is going to happen?*
- *Will it open up wind protected areas on the south side of the road?*
- *Is the road being re-structured/re-surfaced or widened with shoulders making the ditches narrower?*

Any trees existing within the road right of way will be felled and mulched in their entirety. Additionally, where required and subject to approvals and agreements with the landowners, trees beyond the road right of way will be treated in the same manner to provide the required workspace for construction activities.

While some areas along the south side of the road will be "opened-up" as a result of the tree clearing activities, it is not anticipated that existing tree shelter belts will be completely removed.

The entire roadway is being reconstructed, including new aggregate and asphalt surface. The road is being widened, and the ditches adjusted to the new roadway. The ditch widths will be similar to the existing ditch widths and maybe less than 3m only where there are slope constraints and there are minimal water flows.