

## BEAVER COUNTY WANTS TO HEAR FROM YOU!

*Beaver County is inviting public input on the following policies/programs:*

*Level of Service Overland Drainage*

*Pest Control Level of Service*

*Road Maintenance Level of Service*

*Road Rehabilitation Priorities*

### **Impact of the Matter on Municipal Stakeholders**

Municipal infrastructure, and the protection of this asset, is extremely important as a large portion of the municipal budget is dedicated to this program area. Decisions made in regards to these levels of service can have a major impact on the amount of tax levy that is required in each fiscal year.

There is also a potential for activities, involving water, to impact not only municipal infrastructure but also private property and agricultural production. Factors such as beaver control and maintenance of licensed/unlicensed drainages have also caused concerns for stakeholders. As with road maintenance, decisions around water have been an area of increasing public concern.

Following the County's Public Participation Policy, Council recognizes that good governance includes engaging County residents and municipal stakeholders and that there is a need for those stakeholders who are affected by a decision, to influence the decision.

The following survey has been prepared to gather public input on specific areas of policy or programs that Council has requested to guide decision making processes.

## BEAVER COUNTY WANTS TO HEAR FROM YOU!

So that we can understand the demographics of the residents and stakeholders completing the survey, please fill out the following questions.

1. Are you a resident of Beaver County?

- Resident of Beaver County
- Resident of one of the Towns/Villages (Tofield, Ryley, Holden, Viking)
- Non Resident

2. If you are a resident of Beaver County, which division do you live in?

- Division 1
- Division 2
- Division 3
- Division 4
- Division 5

3. Which sector of the population do you represent?

- Acreage Owner
- Agricultural Producer
- Urban Resident
- Local Business
- Local or Provincial Organization (Non-Profit, Academia etc.)
- Other

4. What age category do you represent?

- 15 - 30
- 31 - 40
- 41 - 50
- 51 - 60
- 61 - 70
- 70 +

## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Water and Beavers

**Beaver activity has the ability to damage, and at times destroy, municipal infrastructure and associated drainage works. This activity also has the potential to impact private property and agricultural producer's livelihood. The County has had a longstanding landflood control program to address the removal of beaver and beaver dams, with programs and policies developed for dealing with beaver activity within the County boundaries.**

**Note: Beavers are not listed as a species on the Agricultural Pest Act or any other Act that the County is required to enforce.**

**The following questions relate to beaver and beaver dam removal within the County.**

5. The County's current landflood budget is \$40,000 from property tax. This budget is used to remove beavers as required for maintenance of County culverts. To meet your expectations for the Beaver control program, is this budget sufficient?

- Yes, the budget is perfect
- No, this budget should increase.
- This is too much budget for beaver removal and should be reduced
- There is no need for beaver removal, spend elsewhere.

6. How active should the County be in the area of Beaver Control?

- The County should only trap Beavers if they are plugging culverts.
- The County should be trapping Beavers whether they are a problem or not.
- The County should let landowners handle beaver problems and not be involved.
- Anytime the County is removing a dam or unplugging a culvert Beavers should be trapped first.

7. If the County receives a request to have beavers removed on private land, should the County charge the landowner for the trapping that is done?

- Yes, the County should charge, the full cost of the service, if there is no benefit to a County road or threat to a home.
- No, the County should not be removing beavers on private land.
- The County will cost share 50-50 with the landowner for beaver removal services on private land.
- No, the County should not charge the landowner for this service.

8. Under what circumstances should the County remove beaver dams on private land?

- The County should always remove dams when requested.
- Proactive - If removing a dam will protect a road from spring flooding or move water out of the roadside ditch
- Reactive - Only if a road or home is actively flooded
- Never, Beaver dam removal should always be the responsibility of the landowner.

9. If the County receives a request to have a beaver dam removed on private land, should the County charge the landowner for the dam removal with County equipment?

- Yes, the County should charge, the full cost of the service, if there is no benefit to a County road or threat to a
- home. No, County equipment shouldn't be working on private land at all.
- No, landowners can hire a contractor instead of paying the County to remove dams.
- The County should be subsidizing private beaver dam removal for residents, but not doing the work.

Beaver County currently funds a Beaver Control Incentive program (Bounty). This program pays residents to remove Beavers from private land. The next two questions relate to this program.

10. Should the County pay landowners to trap or shoot Beavers on their land i.e. a bounty program?

- No, the County should just remove the beavers.
- No, if you have Beavers on your land and want to remove them, you should do it at your expense
- Yes, it would incentivize landowners to control a nuisance.
- Yes, but only if the beavers being controlled are causing a problem for County roads.

11. The current budget for the Beaver Bounty program is \$10,000 funded from property taxes. What is your opinion on the budget for this program?

- The budget amount is just right.
- There should be more money spent on the Bounty program
- This is too much, and should be reduced.
- Eliminate the program and spend the money elsewhere.

Beaver County holds water licenses on sections of various creeks and waterbodies within the County. Generally, these works are on private land and improve agricultural productivity in an area which otherwise would be too wet for sustainable agricultural production. In addition, some of these works manage water levels to mitigate impacts of seasonal drought and flooding.

The next questions relate to the operation and maintenance of drainage ditches and water management structures licensed to Beaver County.

12. How much maintenance should the County perform on these drainage ditches?

- None, they should be naturalized.
- The County should control Beavers and remove dams to keep water moving in the drainage ditches, otherwise that's it
- Beaver County should clear brush, remove beaver dams and clean out these ditches as a regular maintenance program.
- The County should maintain (clear brush, clean out sediment etc.) drainage ditches only when they are on County property.

13. Some drainage structures (weirs, drop structures etc.) are approaching or have exceeded their life expectancy. What should the County do with these structures?

- Have the structures reviewed by an engineer and scheduled for replacement.
- Remove the structures once life expectancy has expired and do not replace.
- Review the structures with an engineer, and extend the life as long as possible. Do not replace.
- Nothing

14. Many of these licensed drainage ditches include farm crossings for agricultural use. These crossings allow landowners to access different areas of their land which may otherwise not be accessed in wet conditions. Many of these crossings have exceeded their life expectancy. What should be done with these crossings?

- The County should replace them as they fail at landowner request.
- The crossings are for private use and should be replaced by the landowner.
- The County should have the crossings inspected for condition and scheduled for replacement at the County's expense.
- Nothing

15. Currently, there is no budget associated for the maintenance or replacement of licensed drainage infrastructure (drainage ditches, structures, crossings etc.). How should the County fund this program moving forward?

- General property tax revenue.
- Cost share maintenance and replacement works with respective landowners.
- Special Tax- Landowners who have land associated with the drainage infrastructure pay an additional tax for maintenance and replacement.
- Do not fund this program.

16. In your view, what is an appropriate annual budget for a drainage ditch maintenance program? There is no current budget for this program.

- Nothing
- \$1-\$50,000
- \$50,000-\$100,000
- \$100,000-\$200,000
- \$200,000+

17. Do you have any other comments that you would like to provide to the County in regards to the level of service for water and beavers?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Regular Road Maintenance

**Beaver County maintains its roadway infrastructure to a standard which is appropriate for its intended purpose and within a responsible fiscal framework. The Road Maintenance Level of Service Policy outlines the standards that have been determined for various types of roadway infrastructure.**

**The County's roadway infrastructure covers approximately 2600 kilometers, of which approximately 90 kilometers are oiled or hard surfaced. In order to complete this, the County has 12 patrol graders and operators to maintain these roads on a full-time basis. Also it should be noted that Alberta Transportation is responsible for maintenance on the primary and secondary highways in the County.**

**The following questions will discuss various road types and the level of maintenance standard for each type.**

**Resource Roads** serve large or oversize loads or heavy truck traffic, and often are related to the oil and gas service industry. These roads typically have a road surface of 8 – 10 meters wide. Resource roads generally meet one or more of the following criteria:

- High volume of heavy traffic (as a percentage of overall traffic)
- Serve local commercial or industrial area
- Generally (but not always) in excess of 100 vehicles per day

Currently maintenance on **Resource Roads** consists of:

Grading Frequency	Gravelling	Upgrading
Once every 10 working days or as required	150 tonne/km, every 1-3 years or as required	Shoulder Pulls as required. Rebuild as necessary

18. Is this road maintenance level appropriate for the type of road?

- Yes, this level of maintenance is acceptable
- No, the level of maintenance needs to be increased, which could mean a tax increase
- No, the level of maintenance needs to be decreased
- I don't use this type of road.

**Main Collector Roads** serve as collectors of local traffic which funnel to the primary and secondary highways or to the other major destinations and communities. These roads typically have a road surface of 7 – 9 meters wide. A main collector road will generally meet one or more of the following criteria:

- Interconnects Provincial Highways, other Main Collector Roads, or communities;
- Connects multi-lot rural residential areas, hamlets, or other populated areas to the Provincial Highway system or other Main or Minor Collector Roads;
- Connects recreational sites to a Provincial Highway or equivalent Main or Minor Collector Road;
- Traffic volumes generally in excess of 100 vehicles per day

Currently maintenance on **Main Collector Roads** consists of:

Grading Frequency	Gravelling	Upgrading
Once every 10 working days or as required	150 tonne/km, every 1-3 years or as	Shoulder Pulls as required. Rebuild as necessary.

19. Is this road maintenance level appropriate for the type of road?

- Yes, this level of maintenance is acceptable
- No, the level of maintenance needs to be increased, which could mean a tax increase
- No, the level of maintenance needs to be decreased
- I have no opinion on this type of road maintenance.

**Minor Collector Roads** carry lower traffic volumes, and have a surface width of 7-8 m. A right-of-way width of 30m is recommended, but with proper design, these roads can be accommodated in a lesser right-of-way. These roads typically have a road surface of 7-8 meters wide. A Minor Collector Road will generally meet one or more of the following criteria:

- Lower number of heavy vehicle traffic (local truck traffic only);
- May or may not be connected to other through roads;
- Less than 100 vehicles per day

Currently maintenance on **Minor Collector Roads** consists of:

Grading Frequency	Gravelling	Upgrading
Once every 15 working days or as required	150 tonne/km, every 3-5 years or as required	Shoulder Pulls as required. Rebuild as necessary

20. Is this road maintenance level appropriate for the type of road?

- Yes, this level of maintenance is acceptable
- No, the level of maintenance needs to be increased, which could mean a tax increase
- No, the level of maintenance needs to be decreased
- I have no opinion on this type of road maintenance.



**Local Roads** are roads which serve a small number of residences (less than 10 per half mile, or farmland). These roads have occasional traffic, usually related to agricultural production. These roads typically have a road surface of 6 - 7 meters wide. A local road will generally meet one or more of the following criteria:

- Low volume of truck traffic
- Less than 50 vehicles per day

Currently maintenance on **Local Roads** consists of:

Grading Frequency	Gravelling	Upgrading
Once every 20 working days or as required	150 tonne/km, every 3-5 years or as required	Shoulder Pulls as required. Rebuild as necessary

21. Is this road maintenance level appropriate for the type of road?

- Yes, this level of maintenance is acceptable
- No, the level of maintenance needs to be increased, which could mean a tax increase
- No, the level of maintenance needs to be decreased
- I don't live on this type of road and therefore am not concerned about maintenance.

**Machinery (or Field Access) Roads** do not provide access to a residence and are normally used by traffic to access land adjacent to the road allowance. These roads typically have a road surface of 4 - 6 meters wide. These roads are:

- Field access only
- May or may not have been improved by the County or others in the past
- Normally not part of the regular maintenance routine (grading or gravel)

Currently maintenance on **Machinery Roads** consists of:

Grading Frequency	Gravelling	Upgrading
Once per year if required	As determined by administration	N/A, unless Council directs a road upgrade project

22. Is this road maintenance level appropriate for the type of road?

- Yes, this level of maintenance is acceptable
- No, the maintenance of machinery roads should be the responsibility of the person who uses it
- No, the level of maintenance needs to be increased, which could mean a tax increase
- No, the level of maintenance needs to be decreased
- I don't use this type of road.



## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Winter Maintenance

Beaver County has a Snow and Ice Clearing Level of Service Policy and the County is committed to maintaining its road network in the winter that ensures safety to the travelling public and manages snow removal and ice control on a priority basis.

Under the current policy, Snow and Ice Control will generally commence when snowfall accumulation reaches 100 mm. The County will endeavour to clear bus routes, major collector roads, and resource roads within 48 hours, and all minor collector roads and local roads within 72 hours, unless weather conditions do not allow these timelines to be met, or in the event of a Severe Snow Event.

The following questions will be about the snow and ice clearing program.

26. In your opinion, please rank the following road types, by priority, after a snowfall event (rank in order of importance from 1 (most important) to 5 (least important))

All bus routes \_\_\_\_\_

All major collector roads \_\_\_\_\_

All local roads \_\_\_\_\_

Private driveways \_\_\_\_\_

Machinery roads (often used only for field access) \_\_\_\_\_

27. Considering how you have prioritized the road types above, should the County continue to use the current policy of clearing bus routes, major collector roads, and resource roads within 48 hours, and all minor collector roads and local roads within 72 hours, unless weather conditions do not allow these timelines to be met, or in the event of a Severe Snow Event?

- Yes, the current policy is a reasonable timeframe.
- No, the County should be clearing all the roads within 48 hours.
- No, the County should be clearing all the roads within 72 hours.
- I understand it takes time to get to all the roads and I can wait my turn.

28. Machinery (or Field access) roads are currently cleared, during the winter, on a per request basis from a landowner. Should the County increase the amount of times that these roads are cleared throughout the winter?

- Yes, these roads should be maintained at least once a month.
- Yes, these roads should be maintained at least twice throughout the winter months (Nov – March)
- No, the current level of service is adequate for these roads.
- These roads are not a priority and should not be cleared.

29. Do you have any other comments that you would like to provide to the County in regards to the level of service for winter road maintenance?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Roadside Ditch Maintenance

The majority of Beaver County's local roads were built at a time when engineering standards and construction practices were much more basic than what is seen today. Many of the County's roadside ditches were not designed to drain water off of private land, they were designed to collect water runoff from the road top.

Changing land use throughout the County in addition to natural processes, such as erosion and vegetation build up in County ditches, have negatively impacted the ability of roadside ditches to collect and convey water. County Council is currently considering the implementation of a roadside ditch cleanout program. The intent of the program would be to remove debris from roadside ditches and restore ditch contours.

The following questions apply to the creation of a roadside ditch cleanout program.

30. Do you see value in a roadside ditch cleanout program?

- Yes, the ditches along my land hold water and they never used to.
- No, I'd rather spend money on improving existing programs.
- Yes, there is a lot of gravel in the ditch that could be reclaimed
- No, this program would not impact me.

31. Should the program be County led or, landowner request?

- Ditches should be cleaned based on landowner request
- The County should decide when and where ditches need to be cleaned
- Combination, if a ditch cleanout is requested and the County agrees, the ditch should be cleaned

32. If the County created a roadside ditch cleanout program, how much time should be committed to it?

- The program should run seasonally (spring to winter)
- The program should run after harvest but before snow fall
- This program shouldn't run at all

33. Would you support a tax increase to facilitate this program?

- Yes
- No

From time to time, the County will encounter situations where an adjacent landowner has altered a roadside ditch. This is typically done to move water off of private land, prevent water from entering private land or, farm into the road allowance. This negatively impacts County infrastructure and is rarely done with permission from the County

34. What should the County's stance on actions like this be?

- The adjacent landowner should pay to have the roadside ditch restored.
- The County should restore the ditch at no charge.
- The County and the landowner responsible for the alteration should split the cost to fix the issue.
- The County should do nothing.

35. Do you have any other comments that you would like to provide to the County in regards to roadside ditch maintenance?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Shoulder Pulls

**Shoulder pulls are a gravel road rehabilitation technique where gravel and soil from the road shoulder and ditch are "pulled" back into the middle of the road surface. The material is then broken apart and packed to re-shape the road top. Once this is completed gravel is then applied to the road top and packed again, restoring the road crown and rehabilitating the road.**

**This work is typically performed to restore road crown, provide proper grade to the ditch, and correct shoulders which have "pushed" out over time.**

**The County stopped regularly performing shoulder pulls in 2016, however, in 2021 the County performed shoulder pulls on 21 miles of gravel roads at a cost of \$30,000/mile using grant funding. County Council is currently considering performing regular shoulder pulls on an annual basis as part of a road rehabilitation program.**

**The next questions will be regarding a County shoulder pull program.**

36. In your opinion, should the County re-instate an annual shoulder pull program?

- Yes, the roads in my area have lost shape
- No, I do not support this program
- Yes, I don't use gravel roads but, I support this program for those that do use gravel

37. It takes approximately five days to shoulder pull one mile of road. If the County were to bring back a shoulder pull program, how many miles should be completed annually?

- None, I don't think there should be a shoulder pull program
- 1-15 miles
- 16-30 miles
- 30+ miles

38. It costs approximately \$30,000 to complete a one mile shoulder pull. In your opinion, what is a reasonable annual budget to complete shoulder pulls?

- I do not support a shoulder pull program
- \$1 - \$100,000
- \$100,000 - \$200,000
- \$200,000 +

39. If the County had to raise taxes to re-instate a shoulder pull program to rehabilitate gravel roads, would you support a tax increase to do it?

- Yes, gravel roads are deteriorating and need the work.
- No, I don't use gravel roads, I'd rather see the money spent elsewhere
- No, I want a shoulder pull program but, I don't support a tax increase to do it

40. Do you have any other comments that you would like to provide to the County in regards to the shoulder pull program?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Road Rebuilding

**Beaver County terminated its road rebuild program in 2013. This program involved rebuilding existing roads to improve grade, widen the road surface and generally upgrade an existing road. County Council is considering reinstating a road rebuilding program.**

**The following questions will be based on rebuilding roads.**

41. Should the County bring back a road rebuilding program?

- Yes, it's the only way to repair some of these roads.
- No, it's too expensive and rehabilitation (shoulder pulls etc.) is all they need.
- No, I don't see the need to rebuild roads.

42. If the County were to begin rebuilding roads, what should the program look like?

- The program should rebuild complete miles of road
- The program should focus on spot repairs, rebuilding areas in low spots etc.
- The County shouldn't bother trying to rebuild roads
- Rebuilds aren't necessary, better maintenance is needed

43. It is estimated that rebuilding one mile of road would cost approximately \$300,000. Considering this, what is a reasonable amount of roads to rebuild in a year?

- 0 miles, most roads have a bad spot that needs to be repaired, the whole road doesn't need to be rebuilt.
- 1 mile
- 1 – 3 miles
- 3+ miles

44. Given the option to rebuild one mile of road for \$300,000, or, repair multiple bad spots (low/wet areas etc.) on multiple roads for \$300,000 which would you choose?

- Completely rebuild one mile
- Repair bad spots on a few different roads
- I would spend \$300,000 on other programs

45. A road rebuild program would be a new expense for the County. If the County pursues a road rebuild program, how should it be paid for?

- We should only rebuild roads if we have a grant to do it.
- Money should be taken from other programs to support this program
- A tax increase to support this program is ok with me
- I do not support this program

46. Do you have any other comments that you would like to provide to the County in regards to having a road rebuilding program?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Hard Surfacing

In 2021, Beaver County re-surfaced 7 miles of road. Annually, the County plans to hard surface 4 miles of road, however this is based on grant funding availability. In recent years the County's hard surfacing program has focused on rehabilitating oiled road surfaces with TerraCem and chip seal. TerraCem and chip seal surfaces have a greater life expectancy, stabilize the road, and require less maintenance (patching etc.) than traditional oiled road surfaces. It costs approximately \$250,000 per mile to hard surface a road using TerraCem and chip seal. The 2021 budget for hard surfacing was \$1,500,000.

**Note:**

*Hard surfacing includes cementing (base stabilization) of roads.*

*Oiling Roads includes mixing oil with gravel to provide a top layer on a road.*

The following questions are about hard surfacing County roads.

47. The County has approximately 90 km of hard surfaced roads. In your opinion, should the County increase the amount of hard surfaced roads?

- Yes, every road should be hard surfaced
- No, the County should just maintain the hard surfaces it has and not expand
- No, if anything, there should be less hard surfaced roads
- Yes, hard surfaces increase property value and are easier on my vehicle
- The County should still hard surface but, do less to focus on gravel roads

48. How many miles of hard surfacing should be performed in a given year? Bear in mind, when you consider this, it costs \$250,000/mile to hard surface a road.

- None, the surfaces should be converted back to gravel once they deteriorate
- 1 – 5 miles (\$250,000 - \$ 1,250,000)
- 6 – 10 miles (\$1,500,000 - \$2,500,000)
- 10+ miles (\$2,500,000 +)

49. The County's hard surfacing budget in 2021 was \$1,500,000. Would you support a reduction in this budget to support gravel road rehabilitation (shoulder pulls, rebuilds etc.)?

- Yes, there needs to be a balance
- No, we need more hard surfaced roads
- Yes, as long as we aren't reducing the amount of hard surfaced roads
- The budget for this program should all go to gravel road maintenance

50. In recent years, the condition of oiled roads in rural subdivisions has deteriorated as these surfaces have exceeded their life expectancy. Should the County replace these oiled roads?

- Yes, oiled roads should be replaced and incorporated into the hard surfacing program
- No, they should be converted back to gravel as they deteriorate
- Yes, they should be replaced, but subdivision residents should contribute the cost
- No, just patch them as best as you can
- No, hard surfacing should stay on the main roads not in subdivisions.

51. If the County were to replace oiled roads in rural subdivisions, how should it be paid for?

- The County should pay to replace it.
- I don't think this work should be performed.
- A Local Improvement Tax should be in place for the subdivision residents to pay for it.

52. Do you have any other comments that you would like to provide to the County in regards to the hard-surfacing road program?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Dust Control

**Beaver County applies dust control (calcium chloride) in front of residential properties to suppress dust during the summer months. The typical total cost for a residential dust control application is between \$800-\$1000 depending on the road width. Currently landowners apply to receive an application of the product and pay 50% of the calcium chloride cost, this on average is between \$250-\$300. This does not include administrative costs and product application costs.**

**The next questions will pertain to the Dust Control Program.**

53. Should the County continue to apply dust control in front of residential properties?

- Yes, I am a user of the program
- Yes, I am not a user of the program but see the value.
- No, I do not support the dust control program.
- I am indifferent about the dust control program.

54. If the County is to continue providing dust control as a service how should the service be funded?

- Resident pays for the complete dust control application
- County pays for the complete dust control application
- A combination of user fees and property tax levy

55. Currently landowners apply to receive an application of the product and pay 50% of the calcium chloride cost only. This does not include administrative costs and product application costs. Should the product application costs, and administrative costs be included in the cost share formula?

- No, landowner should continue to pay product cost only.
- Yes, landowner costs should include calcium chloride, administrative costs, and product application in the cost share formula.
- There should be no cost share formula, the resident pays the complete cost of dust control.
- County should pay for all costs of dust control.

56. If there is a cost sharing formula for dust control applications, that includes calcium chloride, administrative costs, and product application. What level of cost sharing is acceptable?

50% County Paid, 50% Landowner Paid

30% County Paid, 70% Landowner Paid

Other- Please provide your suggested cost share formula.

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57. Do you have any other comments that you would like to provide to the County in regards to the Dust Control program?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Roadside Mowing

**Beaver County's current roadside mowing program ensures that all County roads west of Secondary Highway 834 in Divisions 1 and 2, and hard surfaced roads in Divisions 3, 4, and 5 are mowed. This is approximately 400 km of the County's 2600 km road network. The County's total current budget for mowing is approximately \$30,000, this includes wages, maintenance, fuel etc.**

**The next questions will be about the County's roadside mowing program.**

58. Should the County mow roadside ditches at all?

- Yes, it keeps weeds and grass down and improves visibility
- No, there is no benefit to roadside mowing
- Yes, it is aesthetically pleasing
- I am indifferent about the roadside mowing program

59. Should the County mow more roadside ditches than it currently does?

- No, the current program is fine.
- Yes, more roads should be mown across the County

In August of 2021, County Council directed that collector roads and bus routes be mown in Divisions 3, 4, and 5. This increased the amount of roadside mowing from 400 km to 1000 km. The entire County road network is 2600 km.

60. If the County were to increase roadside mowing, what is your ideal scenario?

- Do not change a thing, the current policy is great (400 km per year)
- I agree with the 2021 changes and think this should be the new policy (1000 km per year)
- Only roads with houses on them should be cut (2,300 km of mowing)
- The County should cut all of the roads (2,600 km of mowing)

61. If the County were to increase the amount of roadside mowing, would you be comfortable spending more tax dollars on this program?

- Yes, as long as the mowing quality is good and done before the fall
- No, I don't agree with spending additional tax dollars on this program

62. Do you have any other comments that you would like to provide to the County in regards to the Roadside Mowing program?

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## BEAVER COUNTY WANTS TO HEAR FROM YOU!

### Selling Culverts

**A culvert is a structure that channels water past an obstacle and they are commonly used both as cross drains to relieve drainage of ditches at the roadside and to pass water under a road at natural drainage and stream crossings. Throughout the County, culverts can be found on both municipal infrastructure and private land.**

**Beaver County purchases culverts in large quantity based on the anticipated need for each season and has the product delivered. Private landowners often request to purchase culverts from the County as it can be sometimes hard to source and transport culverts, especially given their length. The culverts are sold to the landowner at the product price which the County paid and is a government rate with no mark-up. This is a considerable price reduction than if the landowner had to source the culvert themselves. In addition, the cost to the landowner does not include a loading or administrative fee, which is all an expense that the County has to incur.**

**The following questions are about the sales of culverts by the County.**

63. Should the County continue to sell culverts to private landowners that reside within the County?

- Yes, I have purchased a culvert and it is a needed service.
- Yes, I have not used this service, but I think that it is a benefit to the residents that use it
- Yes, but only if supply is available for County's own needs
- No, the County should not be in the business of selling culverts
- I am not concerned about this program.

64. Should the County charge landowners the product cost of the culvert plus a loading and administrative fee to cover the total cost of the culvert?

- Yes, the product cost of the culvert plus a loading and administrative fee should be charged
- No, just the product cost should be charged to the landowner
- No, just the product cost plus the loading fee should be charged

Currently, there is no limit on the number of culverts that a landowner can purchase from the County. Given the demand, this can diminish the amount that the County has available for its operations and may mean that additional orders for culverts need to be placed.

65. Should the County limit the number of culverts that one landowner can purchase in a season?

- Yes, the limit should be capped at a maximum amount of 4 culverts per year.
- Yes, the limit should be capped at a maximum amount of 2 culverts per year.
- Yes, once supply has diminished, no more culverts should be made available
- No, there should be no limit set on the amount that can be purchased.
- No, the County should not be selling culverts.

66. Do you have any other comments that you would like to provide to the County in regards to the County selling culverts?

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## **BEAVER COUNTY WANTS TO HEAR FROM YOU!**

***Thank you for taking the time to complete this survey and provide your valuable feedback on County policies and programs.***

**Council is aware that the public has a keen interest in the programs mentioned in this survey and stakeholder input will be beneficial to develop policies that will reflect a balanced approach between fiscal restraints and appropriate level of service.**

**The results of the Public Participation survey will be made available to Council and municipal stakeholders through reports to Council, information bulletins posted on the County website, social media, and in the Beaver County Chronicle.**

67. Now that you have seen and learned about all of the above programs, we would like to know what programs you feel are the most valuable to the County. Please rank the following areas in order from most important to least. (1=most important and 10=least important)

Water and Beavers \_\_\_\_\_

Regular Road Maintenance \_\_\_\_\_

Winter Maintenance \_\_\_\_\_

Roadside Ditch Maintenance \_\_\_\_\_

Shoulder Pulls \_\_\_\_\_

Road Rebuilding \_\_\_\_\_

Hard Surfacing \_\_\_\_\_

Dust Control \_\_\_\_\_

Roadside Mowing \_\_\_\_\_

Selling Culverts \_\_\_\_\_

