



**Sturgeon County**  
**Meeting Agenda - Final**  
**Committee of the Whole**

9613-100 Street  
Morinville, Alberta  
T8R 1L9

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Tuesday, June 27, 2017

2:00 PM

Council Chambers

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**A. CALL TO ORDER**

**B. APPOINTMENTS**

**B.1** Meadowview Drive Functional Planning Study

**Attachments:**

[Briefing Note](#)

[Presentation](#)

[Request for Decision - May 28, 2013](#)

*Brian Hartman, Manager, Engineering Services*

**C. ADJOURNMENT**



# Sturgeon County

9613-100 Street  
Morinville, Alberta  
T8R 1L9

## Legislation Text

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**File #:** PRS-042-17, **Version:** 1

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**Meadowview Drive Functional Planning Study**




## Briefing Note


|                                   |   |
|-----------------------------------|---|
| <b>Title</b>                      | <b>Meadowview Drive Functional Planning Study</b>   |
| <b>Issue</b>                      | To present the findings of the Meadowview Drive Functional Planning Study accepted by the prior Council for information on May 28, 2013 and discuss options moving forward.   |
| <b>Previous Council Direction</b> | <p>May 28, 2013 – Motion 241/13<br/>That County Council accepts the Meadowview Drive Functional Planning Study as information, and directs Administration to include this information in future planning.</p> <p>April 9, 2013 – Committee of the Whole presentation to Council after the second Public Open House.</p> <p>January 22, 2013 – Committee of the Whole presentation to Council after the first Public Open House.</p> <p>December 13, 2011 – Motion 511/11<br/>Project approved as part of the 2012 Engineering Services Department Budget.</p>   |
| <b>Report</b>                     | <p><u>Background Information</u></p> <ul style="list-style-type: none"> <li>• A copy of the Request for Decision dated May 28, 2013 is attached for reference regarding the Meadowview Drive Functional Planning Study. It provides detailed information on the process to finalize the recommended alignment option.</li> <li>• This project is currently identified as a “Potential” project in the 4-Stage Capital Plan. There is \$1M allocated for Phase 1 - Feasibility in 2018. This funding allocation does not include land acquisition.</li> <li>• During the April 6 - 7, 2017 Council Workshop in Redwater, the Meadowview Project was discussed. During the discussion, a Member of Council presented the idea of looking at a potentially different alignment.</li> <li>• Because of the discussion, Administration is bringing forward the project, to present the previous report to Council by ISL Engineering Consultants on May 28, 2013, and to seek direction moving forward.</li> </ul> <p>Administration recommends the following two (2) options for consideration by Council:</p> <p><b>Option 1:</b></p> <ol style="list-style-type: none"> <li>1. That Council reconfirm the recommendations of the Functional Planning Study including the road alignment; and</li> </ol> |

|  |  |
|--|--|
|  | <p>2. That Administration bring forward a phased implementation plan, including funding required to start preliminary engineering, on July 10, 2017.</p> <p><b>Option 2:</b></p> <ol style="list-style-type: none"> <li>1. That Administration initiate a new Functional Planning Study for the re-alignment of Meadowview Drive that would incorporate the bridge east of Range Road 261A and re-alignment of Range Road 261A due to erosion issues along Sturgeon River; and</li> <li>2. That Council approve \$250,000 for the study which will take one (1) year to complete, and to be included in the 2018 budget.</li> </ol> <p><u>External Communication:</u></p> <p>Two (2) Public Open Houses were held on June 28, 2012 and February 12, 2013. See attached Request for Decision dated May 28, 2013.</p> <p>The preferred alignment recommended in the study was the result of 52% of residents being in support.</p> <p><u>Relevant Policy/Legislation/Practices:</u></p> <p>None.</p> |
|--|--|

#### Implication

|  |   |
|--|---|
|  | <p><u>Strategic Alignment:</u></p> <ul style="list-style-type: none"> <li>• Strong Local Governance and Regional Leadership – Collaboration with the community.</li> <li>• Planned Growth – Positioning the organization to serve the needs of the community in the face of continued and focused growth.</li> <li>• Maintaining and Enhancing Strong Communities – Focus on engaging residents for feedback on how transportation infrastructure delivers on community expectations.</li> <li>• Operational Excellence – Focus on improving Transportation Services' service levels to Sturgeon County.</li> </ul> <p><u>Organizational:</u></p> <p>There will be no impact to staffing levels.</p> <p><u>Financial:</u></p> <p><u>For Option 1:</u></p> <p>On July 10, 2017, Administration will bring forward a phased-implementation plan, as well as a funding request for preliminary engineering design. Based on the 2013 study, preliminary engineering could total \$1,000,000.</p> <p><u>For Option 2:</u></p> <p>Approximately \$250,000 will be required as part of the 2018 Budget to initiate a new functional planning study.</p> |
|--|---|

|                            |  |
|----------------------------|--|
| <b>Follow Up Action</b>    | 1. Based on Council's direction, Administration will bring forward a plan on July 10, 2017.  |
| <b>Attachment (s)</b>      | 1. Presentation<br>2. Request for Decision - May 28, 2013  |
| <b>Report Reviewed by:</b> | <br>Brian Hartman, Manager, Engineering Services<br><br><br>Stephane Labonne, General Manager, Integrated Growth Division<br><br><br>Peter Tarnawsky, County Commissioner – CAO |



# **Meadowview Drive**

## **Functional Planning Study**

### **Highway 44 to City of St Albert**

Presentation to Sturgeon County Council

June 27, 2017

# Outline of Presentation

- The following is the original presentation from May 28, 2013:
- Study Objectives & Process
- Existing Constraints
- Traffic Projections and Proposed Cross-section
- Realignment Alternatives
- Open House Summary
- Recommended Plan
- Opinion of Probable Costs
- Options

# Study Objectives

- Identify the future role Meadowview Drive will serve in the area
- Develop access management options
- Address environmental and drainage issues
- Resolve utility conflicts
- Identify right-of-way requirements

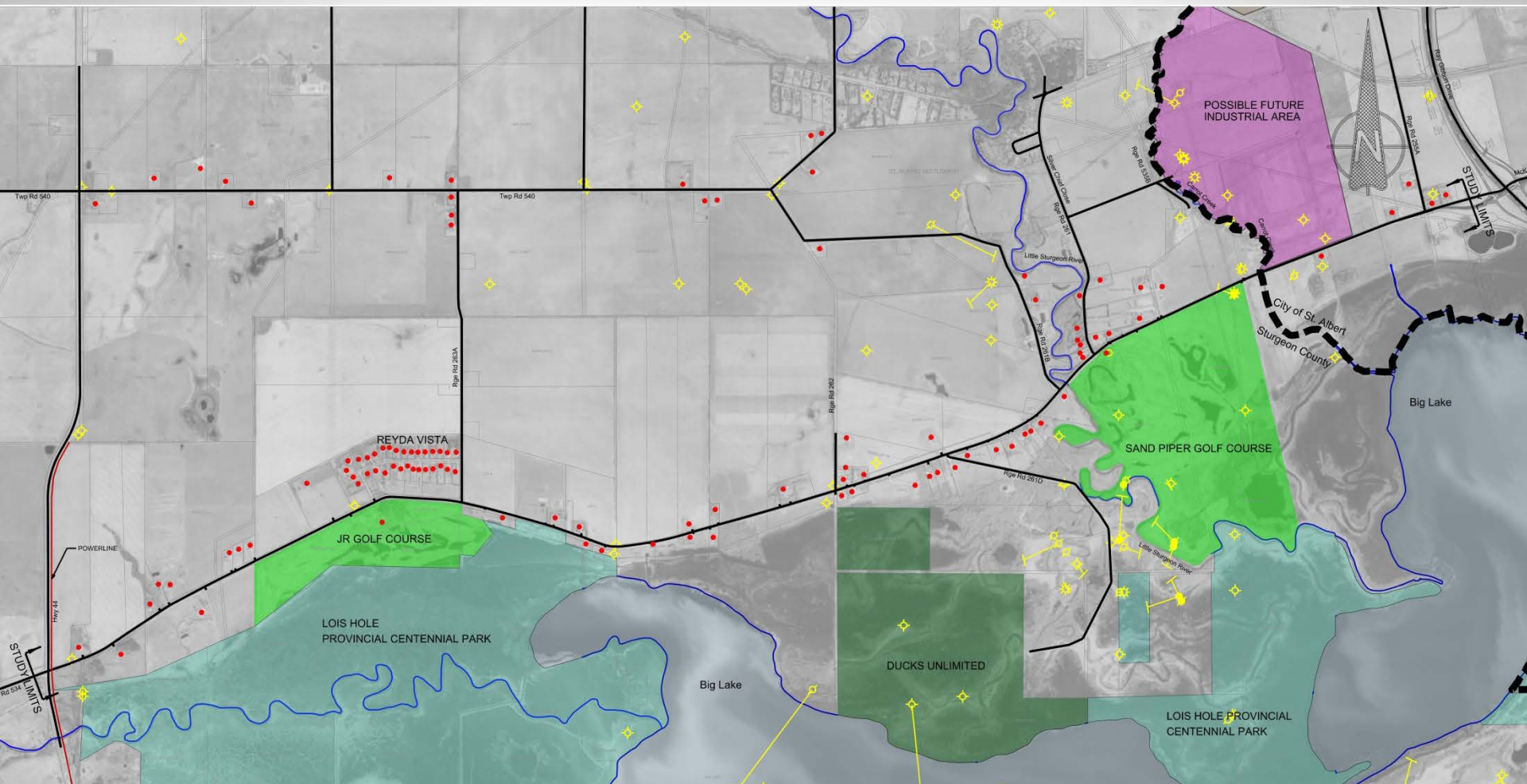


# Study Process

1. Collect background information
2. Develop Alternatives
3. Identify a Preferred Alternative
4. Open House #1 held June 28, 2012
5. Presentation to County Council
6. Open House #2 held on February 12, 2013
7. Present to County Council
8. Finalize Recommended Plan
9. **Plan Approval by Sturgeon County**

 We are here

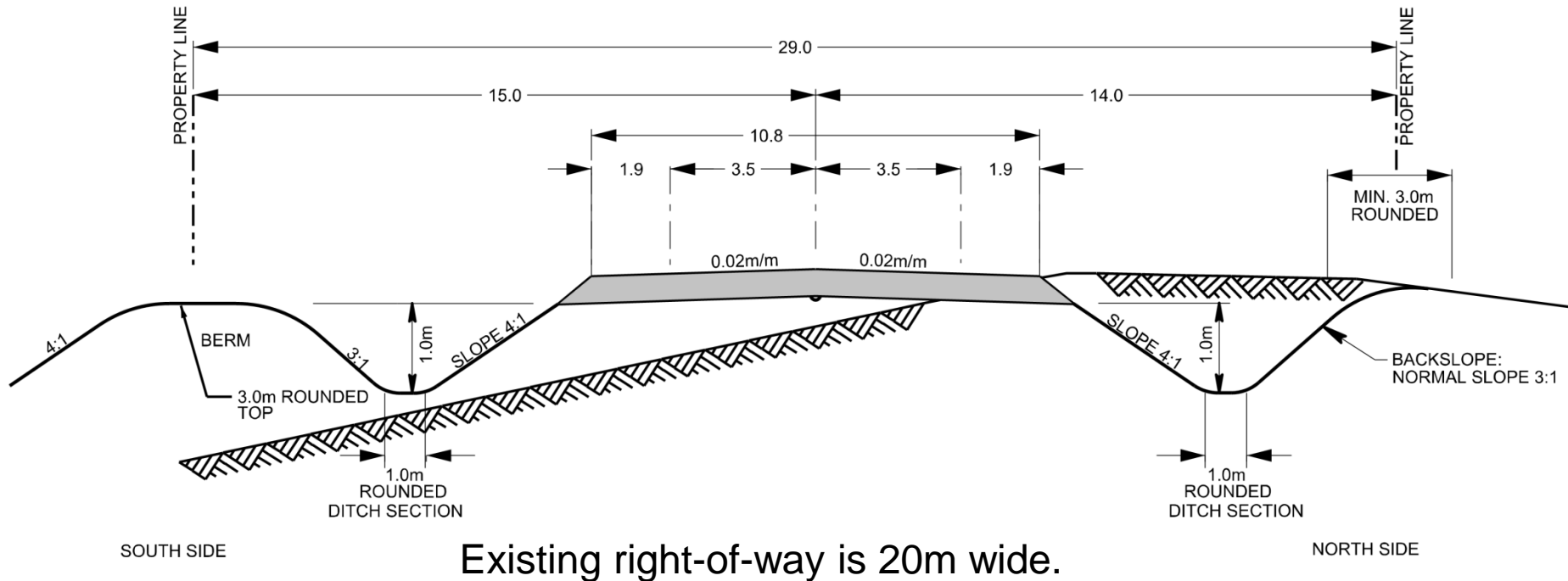
# Constraints



# Traffic

- Existing traffic volumes on Meadowview Drive:
  - 1,370 vehicles/day east of Highway 44
  - 2,480 vehicles/day west of Ray Gibbon Drive
- Traffic has increased on average 6.3%/year over the last 5 years and 15.9% over the last 9 years
- 2032 volumes are anticipated to be:
  - 3,100 vehicles/day east of Highway 44
  - 5,600 vehicles/day west of Ray Gibbon Drive

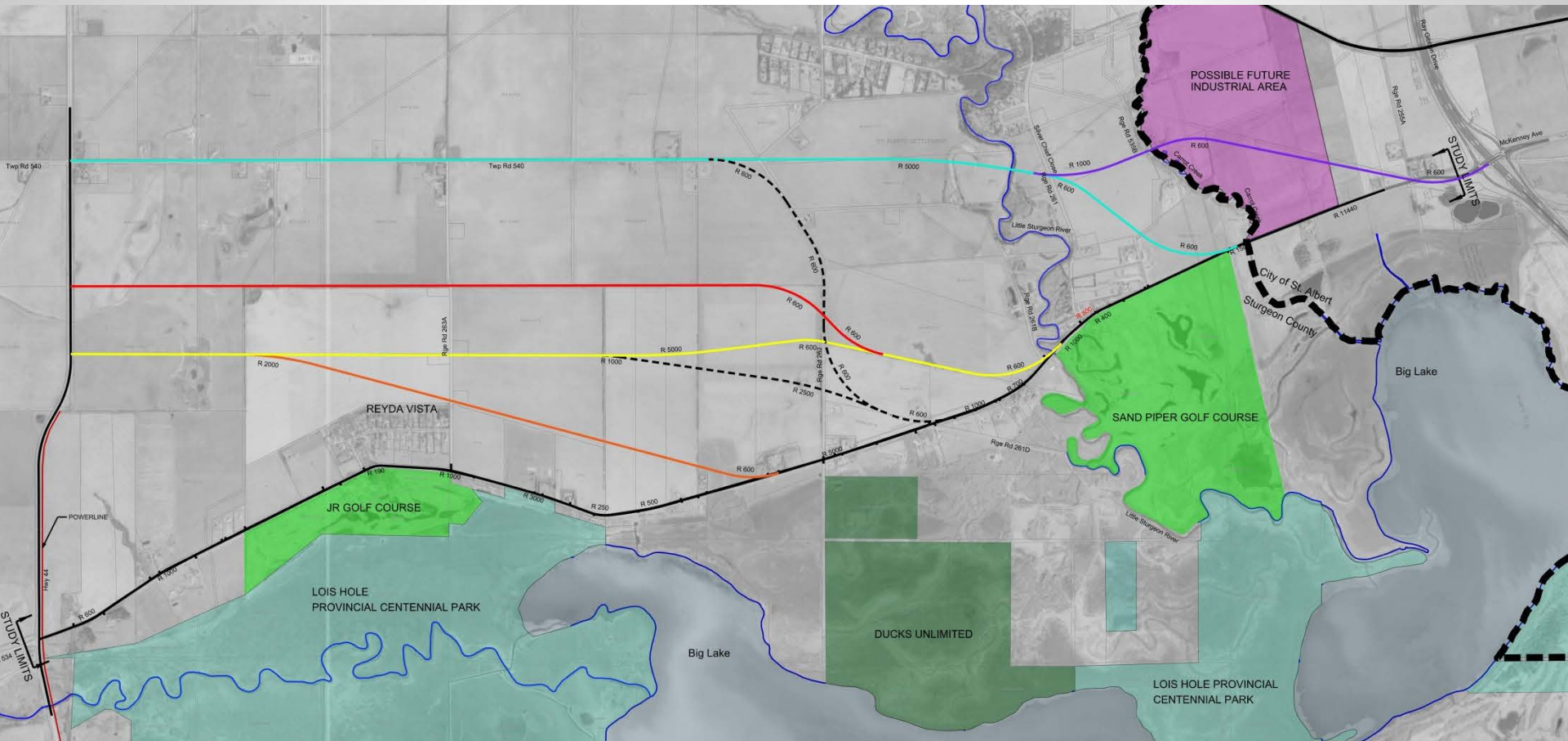
# Proposed Cross-Section



Widening will occur to the north from Hwy 44 to the Sturgeon River. East of the river, widening will occur to the south.



# Realignment Option

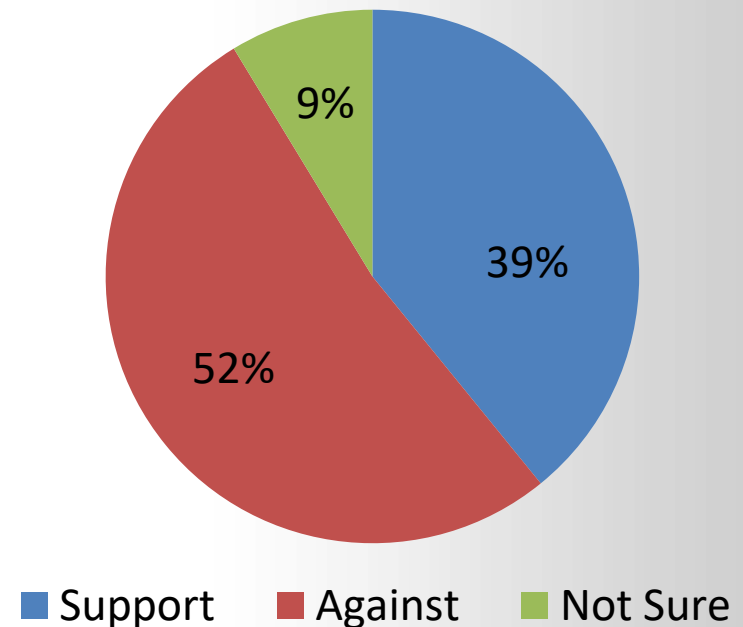


# Open House #1 – June 28

## Main concerns:

- Road conditions
- Short-cutting
- Speeding & User Safety
- Right-of-way requirements and proximity impacts
- Capital expenditures

**Public Support for Realignment**

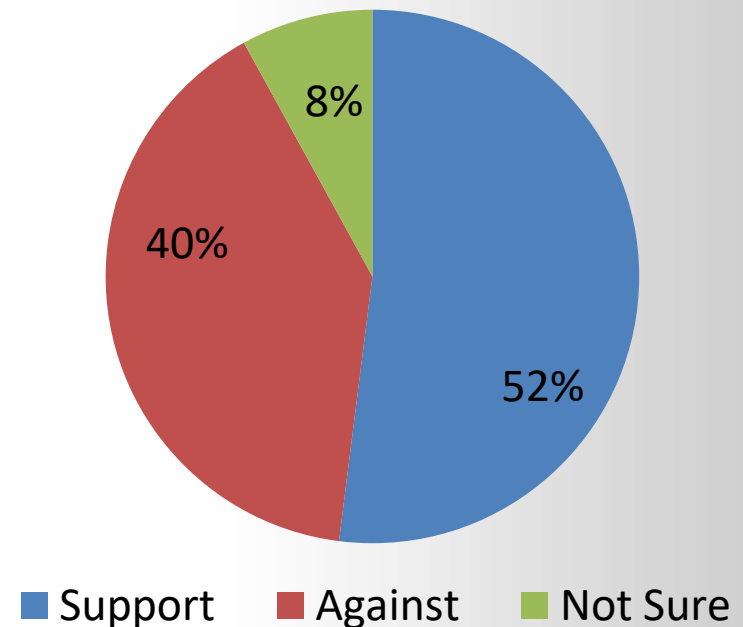


# Open House #2 – Feb. 12

## Main concerns:

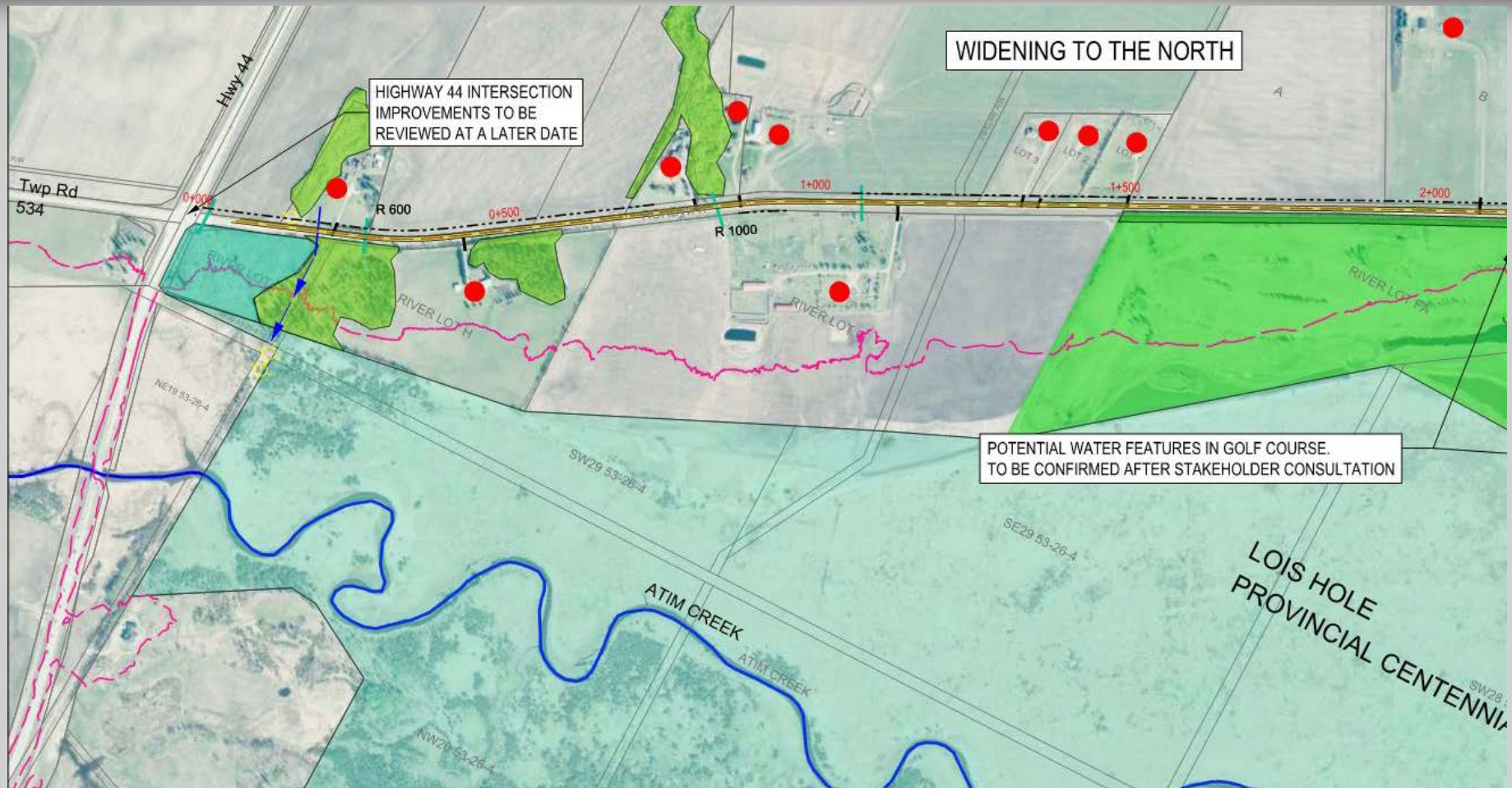
- Road conditions
- Short-cutting
- Speeding & User Safety
- Right-of-way requirements  
& proximity impacts
- Capital expenditures
- Timing of Repairs

## Public Support for Recommended Plan



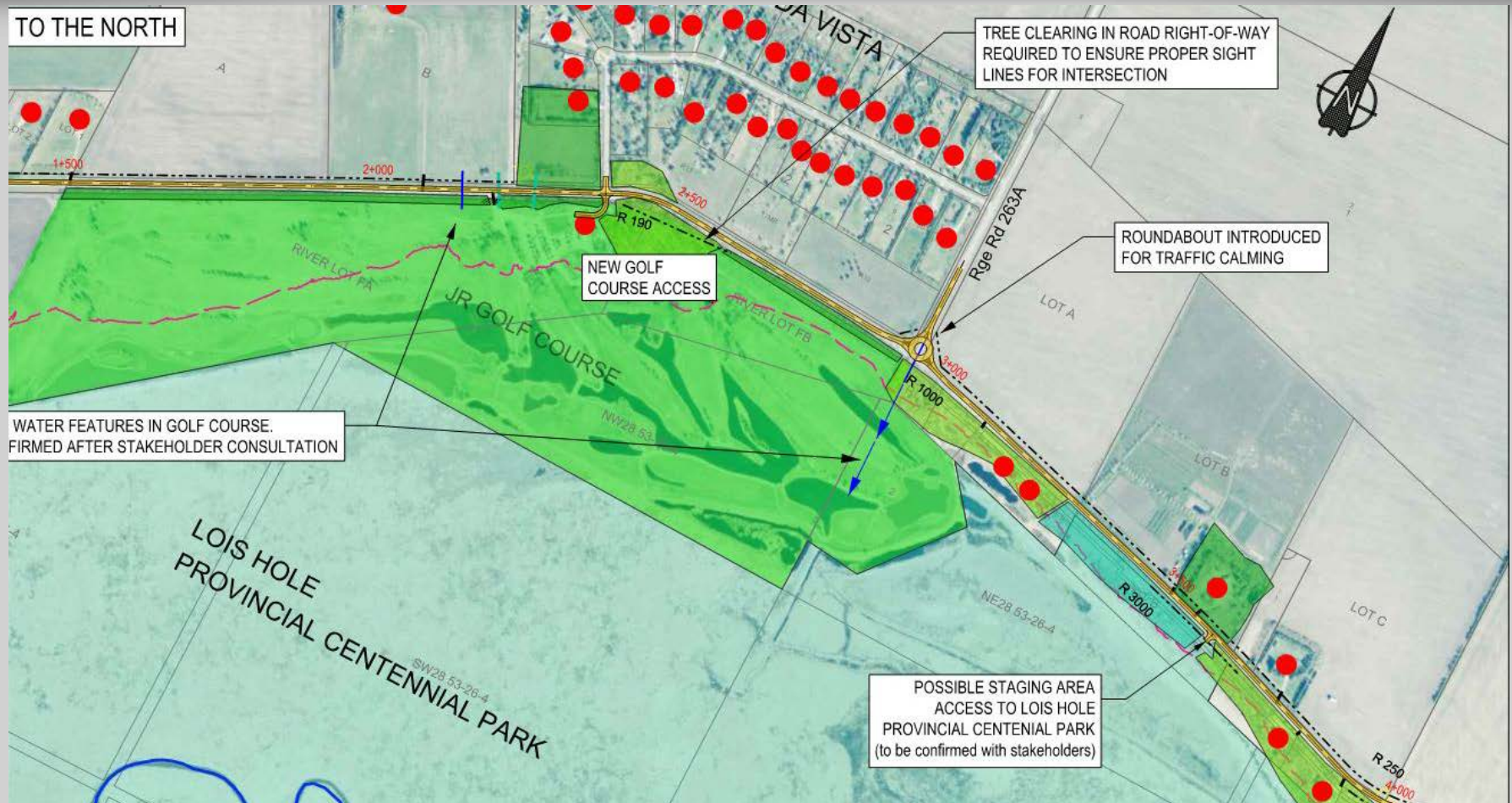


# Recommended Option



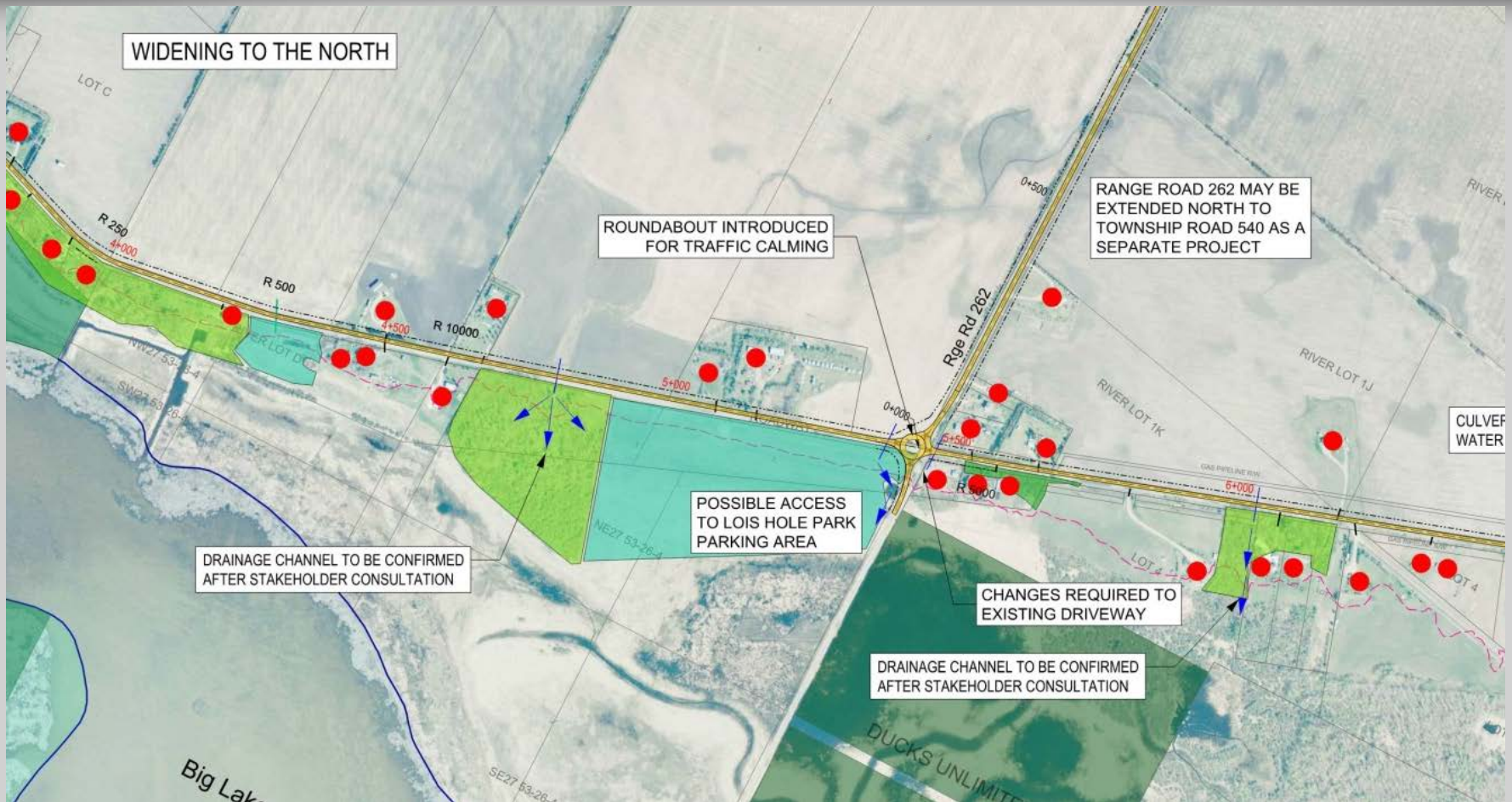


# Recommended Option (cont'd)



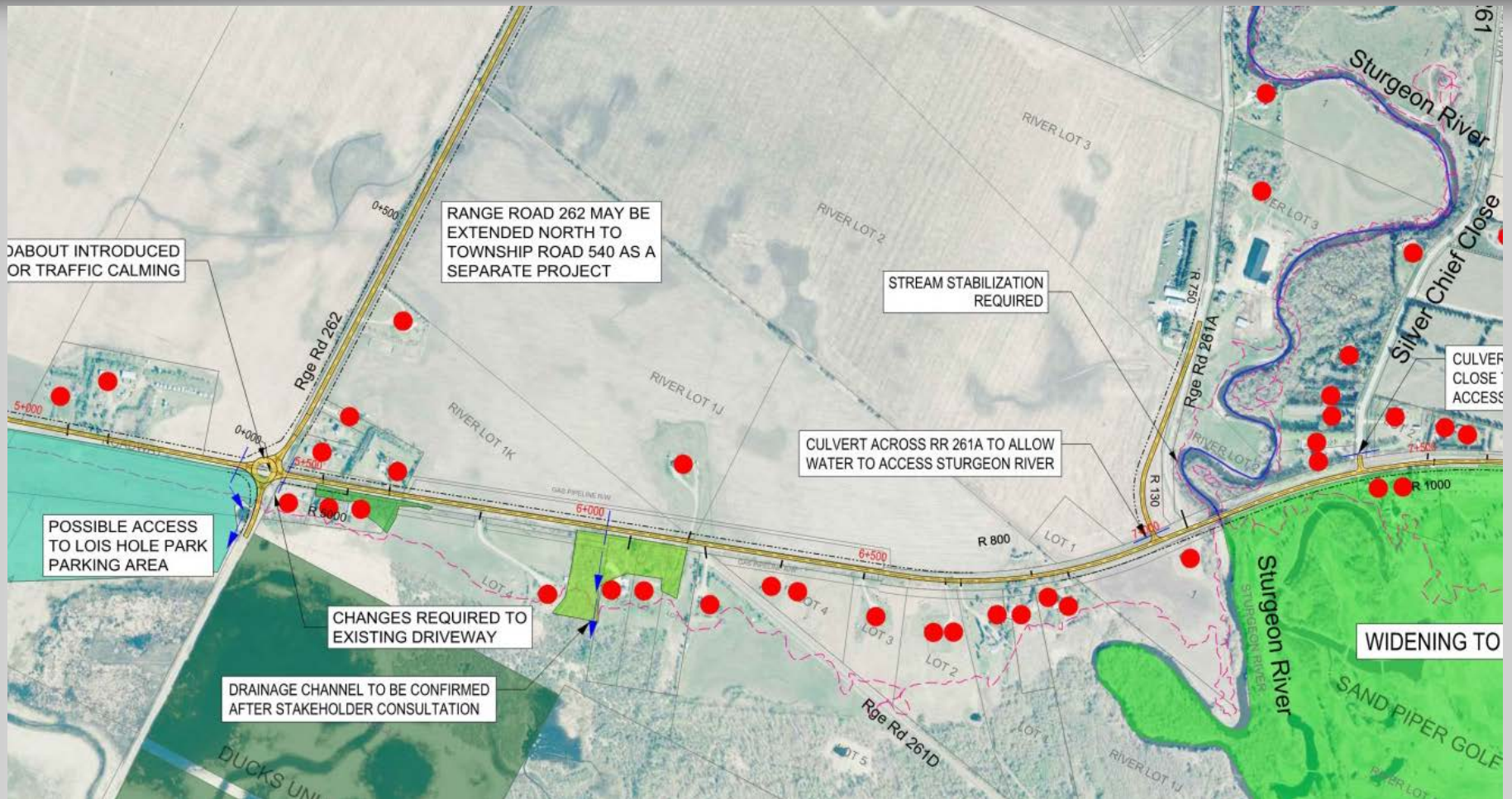


## Recommended Option (cont'd)



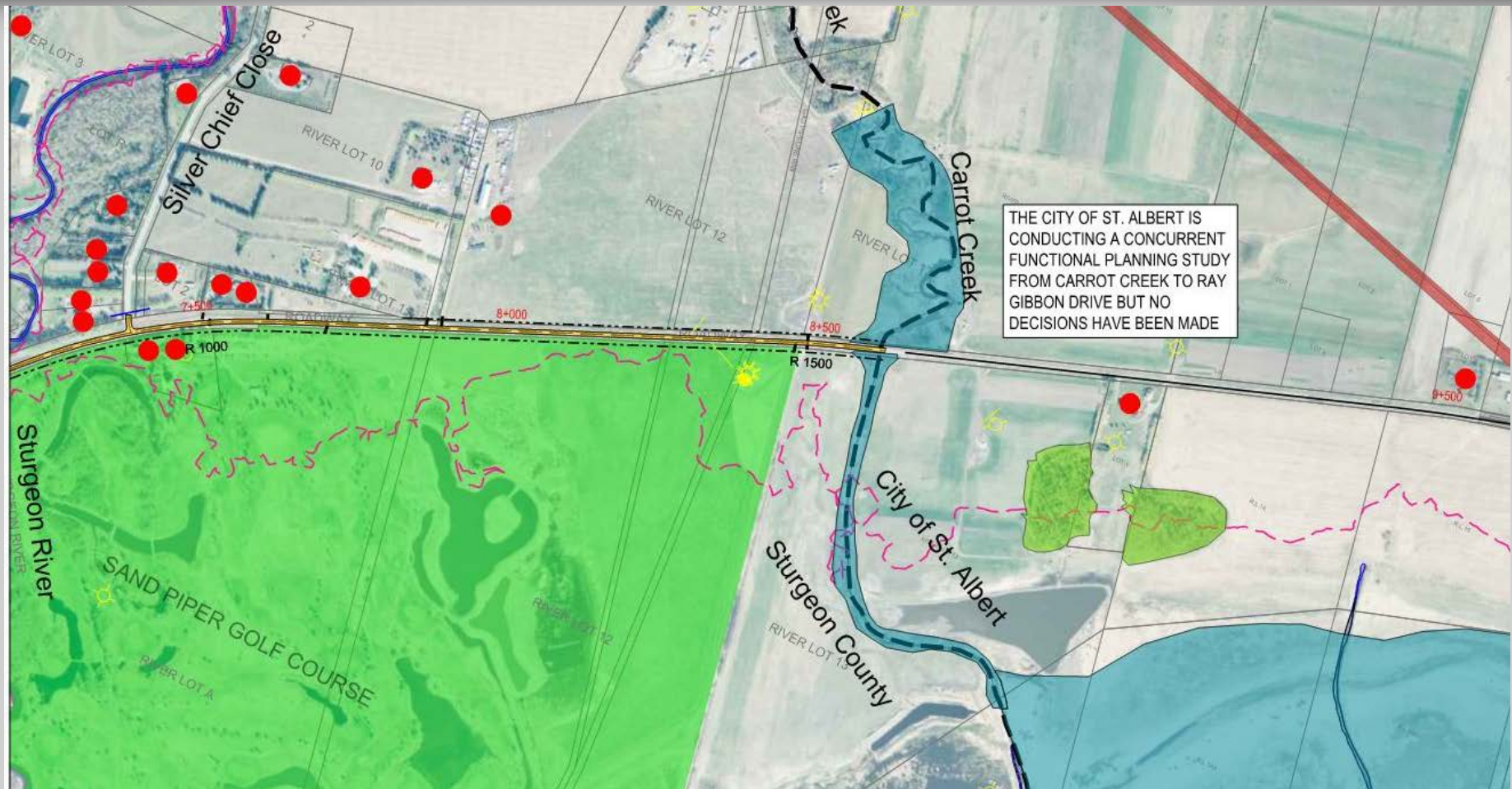


## Recommended Option(cont'd)

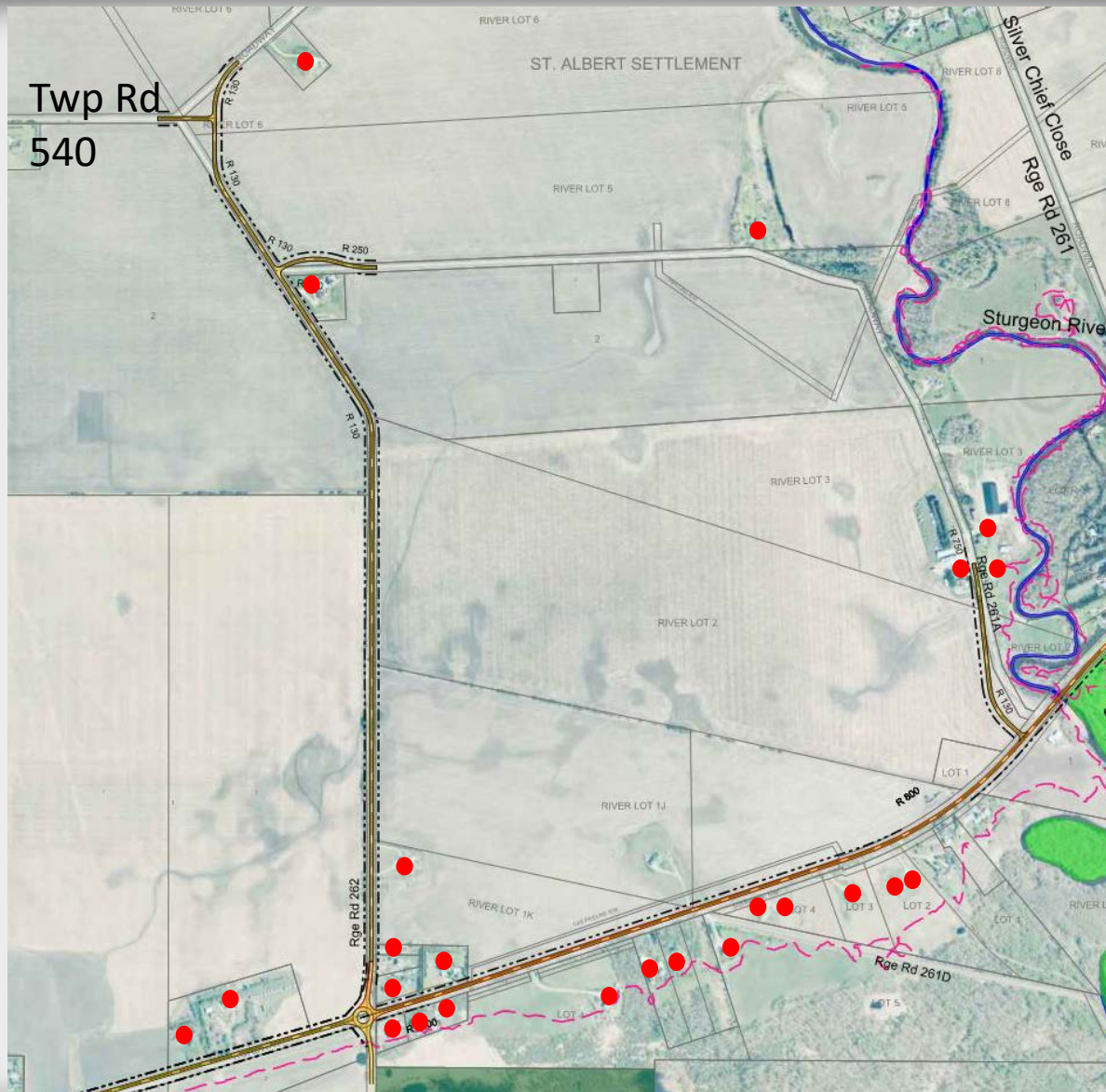




# Recommended Option (cont'd)



# Recommended Option (cont'd)





# Estimated Costs

| Road Segment  | Cost<br>(2013\$) |
|---|------------------|
| Realignment of RR261A & Sturgeon River Bank Stabilization | \$1.8M           |
| Meadowview Dr. – Carrot Creek to Silver Chief Close       | \$2.3M           |
| Meadowview Dr. – Silver Chief Close to RR261A             | \$0.7M           |
| Meadowview Dr. – RR261A to RR263                          | \$9.5M           |
| Meadowview Dr. – RR263 to Highway 44                      | \$5.9M           |
| Extension of RR262  | \$4.1M           |

Total Cost: \$24.3M

# Meadowview Drive

- This concludes the original May 28, 2013 presentation to Council
- Transportation Operations slides to follow

# Meadowview Drive- Why Now?

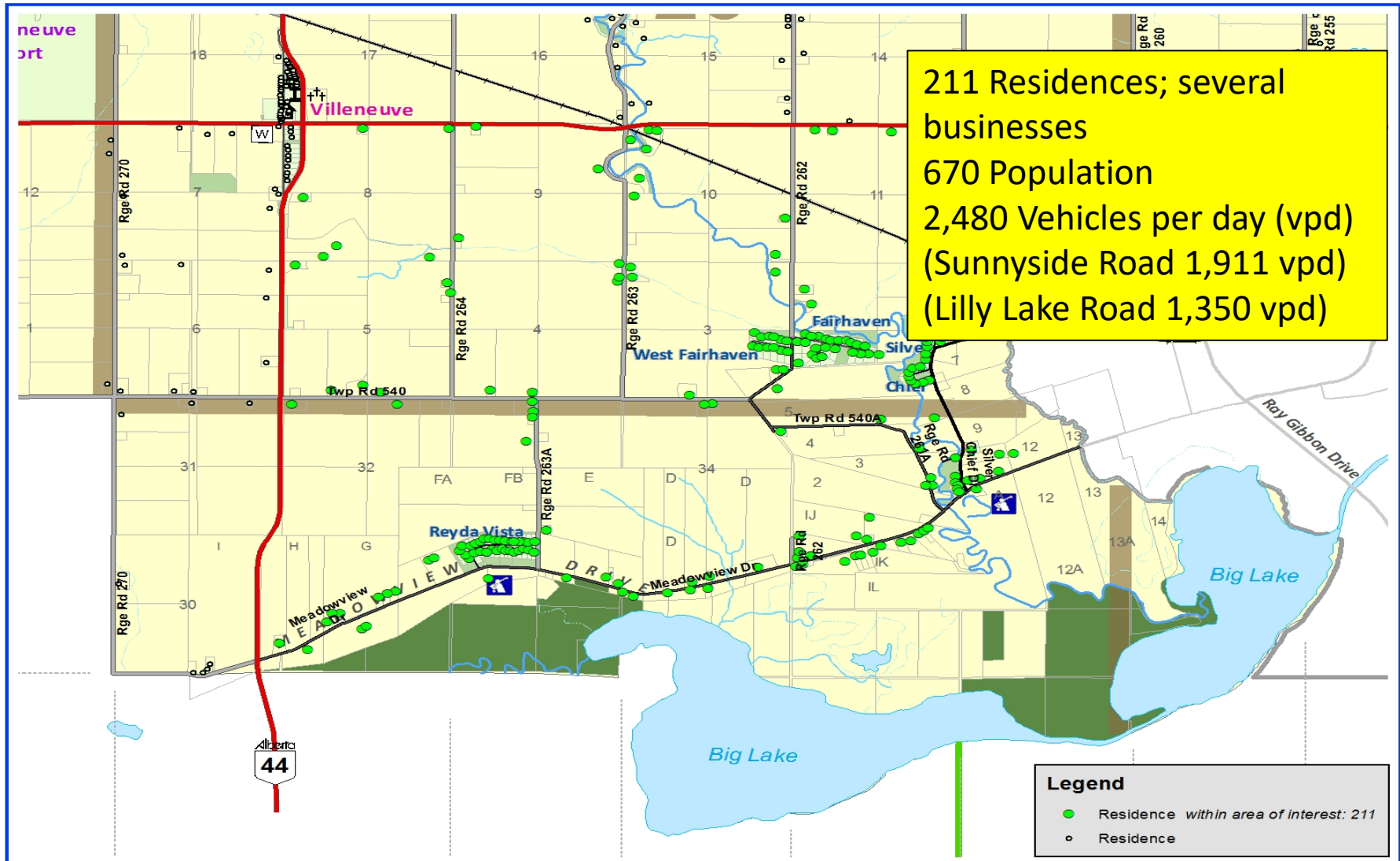
## 2016 SRIS Condition Assessment (Pillar Systems)

| Segment     | Rutting | Fatigue Cracking | Surface Condition |
|-------------|---------|------------------|-------------------|
| RR265-RR264 | 4       | 5                | 5                 |
| RR263A-East | 3       | 4                | 5                 |
| RR263-262   | 5       | 1                | 4                 |
| RR263-262   | 5       | 4                | 5                 |
| RR262-261A  | 2       | 1                | 5                 |

Meadowview Drive is rated as Very Poor



# Meadowview Drive- Why Now?



# Meadowview Drive- Current Conditions



West end near Hwy 44  
Previous grader patch failing at  
edges



# Meadowview Drive- Current Conditions (cont'd)



Failure, steep ditches, trees and sightline issues



# Meadowview Drive- Current Conditions (cont'd)





# Meadowview Drive- Current Conditions (cont'd)



Previous patching

# Meadowview Drive- Current Conditions (cont'd)



Failure on curve



# Meadowview Drive- Current Conditions (cont'd)



Failing and rutting at edges

# Meadowview Drive- Current Conditions (cont'd)





# Meadowview Drive- Current Conditions (cont'd)



# Meadowview Drive- Current Conditions (cont'd)



Failing near previous grader patch



# Meadowview Drive- Current Conditions (cont'd)



Failing and poor access at  
business

# Meadowview Drive- Current Conditions (cont'd)



Poor sight lines



# Meadowview Drive- Current Conditions (cont'd)



Poor condition on curve, edge and  
lane failure

# Meadowview Drive- Current Conditions (cont'd)



Immediate patch needed



# Meadowview Drive- Current Conditions (cont'd)



Immediate patch needed

# Meadowview Drive- Current Conditions (cont'd)



Immediate patch needed



# Meadowview Drive- Current Conditions (cont'd)



# Meadowview Drive- Why Now?

**RR261A Sturgeon River failure repair**



# sturgeon county





sturgeon county





sturgeon county





# sturgeon county



Move road over  
to here

# Meadowview Drive- Why Now?

- RR261A Sturgeon River failure repair
- Recommend we move to 4-Stage Capital Plan to move the road and stabilize the failed area
- Land acquisition, utility relocates, road relocation (Well designed plan coordinated with the long term plan for Meadowview Dr.)



# Meadowview Drive- Why Now?

- **Coordinate Short Term Maintenance with Long Term Plan**
  - Ensure safety of the traveling public
  - Ensure expected level of service is maintained
- **Council direction is required to allow maintenance activities to be well planned in coordination with the long term solution**
  - Continue with minor pothole repairs
  - Need a strategy on larger failures and patching requirements
  - How much grader patching in next 2-4 years?
  - Contracted lift and relay larger sections?
  - Increased maintenance budget will be required?
  - Delays beyond 2018 will need to be considered in maintenance budgets

# Moving Forward

- Moving forward there are 2 options.

# Option 1

- Council accept the recommendations of study – including the recommended road alignment
- Council commit to funding of whole project or stages of projects (\$24.3 Million with inflation)
- Approve funding of \$1,000,000 for preliminary design to start in 2018
- Transportation to coordinate short term maintenance based on the plan



# Option 2

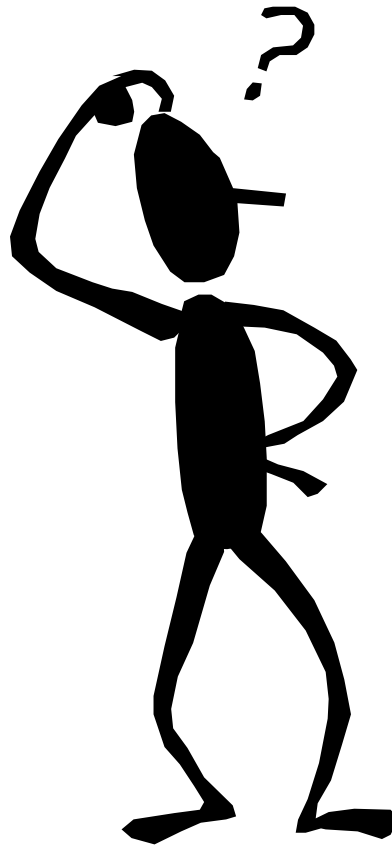
- Conduct a new study for new alignment including bridge replacement east of RR 261A and realignment of RR 261A
- Council to approve funding approx. \$250,000 for new functional planning study to start in 2018
- Transportation will require increased maintenance budget until construction starts

# Next Steps

- Council direction – Option 1 or Option 2
- Request for Decision



# Questions



## Request for Decision – to Council

Council Meeting Date: May 28, 2013

|                                   |   |
|-----------------------------------|---|
| <b>Subject</b>                    | <b>Meadowview Drive Functional Planning Study</b>   |
| <b>Motion</b>                     | That County Council accepts the Meadowview Drive Functional Planning Study as information, and directs Administration to include this information in future planning.   |
| <b>Previous Council Direction</b> | <ul style="list-style-type: none"><li>During the 2012 budget process, council approved funding for the completion of the “Meadowview Drive Functional Planning Study”.</li></ul>  |
| <b>Report</b>                     | <p><u>Background Information</u></p> <p><b><i>Why the Study was Required:</i></b></p> <ul style="list-style-type: none"><li>To resolve utility conflicts and identify right-of-way requirements that will accommodate a 2-lane rural collector that includes a shoulder.</li><li>To identify the future role Meadowview Drive will serve in the area.</li><li>Partial or complete reconstruction is anticipated to address current maintenance issues.</li><li>To developing access management options so multiple accesses are avoided.</li><li>Addressing environmental and drainage issues</li></ul> <p><b><i>Key Objectives for Meadowview Drive Study</i></b></p> <ul style="list-style-type: none"><li>The objective of the Meadowview Drive Functional Planning Study was to provide a final report that identified;<ul style="list-style-type: none"><li>Future planning guidance;</li><li>Future alignment options;</li><li>Future Costs; and</li><li>Design standard recommendations.</li></ul></li></ul> |

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### ***Outcomes of the Study***

- The Functional Planning Study was used to determine existing and future traffic movements for a 10 year horizon, from a capacity, operational, safety, and access perspective for Meadowview Drive
- The study identified improvements to the roadway structure, and introduced roundabouts at key intersections to provide permanent features that encourage drivers to slow down.
- Planning and development efforts can now take this alignment into account to enable the County to secure future Right-of-Way.
- Funding considerations can now begin.
- Growth and development in the vicinity of Meadowview Drive will be supported by an enhanced transportation network that will facilitate mobility, capacity, access and safety

### **The following activities have been completed since April , 2012:**

- Completed Environmental Overview, Geotechnical Desktop Study & Historical Resources Overview.
- Completed two Open Houses (held on June 28, 2012 and February 12, 2013).
- Presented alignment and improvement options to the Sturgeon County Committee of the Whole on January 22, 2013 and April 09, 2013.
- Refined the realignment and improvement options based on inputs from residents who attended both Open Houses, County's staff, developers and Council.
- Key features include:
  - Improvements to the existing alignment of Meadowview Drive with introduction of roundabouts at key intersections to provide permanent features that encourage drivers to slow down.
  - A reconstructed Meadowview Drive with proper granular base and drainage culverts.
  - 29m of road right-of-way that includes a driving lane and a shoulder for each direction of travel.
  - Intersection improvement at West access of Bona Vista – south leg added to provide access to JR's Golf.
  - New access to Lois Hole Provincial Centennial Park staging area.
  - Range Road 261A shift 55m west to improve sight lines on the Little Sturgeon River Bridge and avoid unstable river bank.
  - The potential extension of Range Road 262 to the north to Township Road 540 as a separate project.
- Prepared Stormwater Management Plans.
- Identified Construction Staging.
- Updated cost estimates for construction stages.



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**Public Consultation:**

- April 2012, ISL Engineering was retained to undertake the Functional Planning Study.
- Consultation with the public was completed as part of this functional study on June 28, 2012 and February 12, 2013.

**Public Open House #1**

- June 28, 2012 from 6:30 to 8:00 pm at Villeneuve Hall;
- 50 attendees;
- 25 written Feedback forms received;
- General Feedback:
  - Poor quality of road surface, should be reconstructed
  - Add stop signs / street lights (Safety Concern).
  - Reduce the speed limit and increase RCMP enforcement.
  - Set up permanent photo radar.
  - 4-lane Ray Gibbon Drive to reduce rush hour congestion which may encourage drivers to stay on Ray Gibbon Drive instead of Meadowview Drive.
- Key Conclusions.
  - 52% of the public were opposed to the realignment of the existing road.
  - 39% of the public supported the realignment.
  - And 9% of the public were unsure of the realignment.

**Public Open House #2**

- February 12, 2013 from 4:30 to 7:30 pm at Villeneuve Hall;
- 78 attendees;
- 29 written Feedback forms received;
- General Feedback:
  - The road is very much in need of major repair or reconstruction.
  - The plan presented today addresses most of the concerns that were addressed at the last open house.
  - Patching does not work, the road base should be replaced.
  - This road is a major safety concern (Speed, pavement, curves).
  - Waiting for 8-10 years for this project to go ahead is too long.
- Key conclusions
  - 52% of the public supported the decision to focus on improvements to the existing alignment of Meadowview Drive.
  - 40% of the public were unsure.
  - 8% of the public were against at some of the improvements.

|                                      |   |
|--------------------------------------|---|
|                                      | <p><u>Communication with other Organizations</u></p> <ul style="list-style-type: none"> <li>• Alberta Transportation was informed of the study due to the impact to the future Highway 44 twinning</li> <li>• The City of St. Albert was informed of the study due to municipal boundaries and they were invited to participate as part of the Technical Review Team.</li> </ul> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• County Council to accept the current functional planning study so that adequate Right-of-way can be secured.</li> <li>• “Administration to determine a phased approach to capital improvements on Meadowview Drive for future capital planning and programming”</li> </ul> <p><b>Funding</b></p> <ul style="list-style-type: none"> <li>• Funding can be supplemented with County transportation funds/grants/recreation funds.</li> <li>• Sturgeon County does not need to build the entire length as the construction of Meadowview Drive has been broken up into segments to optimize detour routing and identify areas that may be completed as separate projects</li> </ul> <p><u>Relevant Policy/Legislation/Practices:</u></p> |
| <b>Administrative Recommendation</b> | Administration recommends that County Council accepts the Meadowview Drive Functional Planning Study as information, and directs Administration to include this information in future Sturgeon County planning.   |
| <b>Implication</b>                   | <p><u>Strategic Alignment:</u> (See Attachment)</p> <ul style="list-style-type: none"> <li>• The completion of the Functional Plan is in alignment with “Goal 4.2 – Foster growth through the Integrated Regional Growth Strategy,” and “Goal 4.3.1 Encourage maximum development around existing County infrastructure”.</li> </ul> <p><u>Organizational:</u></p> <ul style="list-style-type: none"> <li>• Guiding principles and design requirements have been developed with inputs from stakeholders for future transportation off-site levies determination in the surrounding areas.</li> </ul> <p><u>Financial:</u></p> <ul style="list-style-type: none"> <li>• Acceptance of the Functional plan will have future financial implications in the amount of 24.3 Million for all segments.</li> <li>• Detailed costs are attached.</li> <li>• The improvement will be funded with future off-site levies and</li> </ul>  |

|   |   |
|---|---|
|   | also be supplemented with County transportation funds/grants/recreation funds.  |
| <b>Alternate Recommendation</b>                 | 1. That County Council request changes to the Meadowview Drive Functional Planning Study.   |
| <b>Implications of Alternate Recommendation</b> | <p><u>Strategic Alignment:</u></p> <ul style="list-style-type: none"> <li>The study will be delayed and it may be difficult for Planning and Development to process existing and future development applications in the vicinity.</li> </ul> <p><u>Organizational:</u></p> <ul style="list-style-type: none"> <li>Staff emphasis required on other emerging road alignment planning issues.</li> </ul> <p><u>Financial:</u></p> <ul style="list-style-type: none"> <li>Additional Costs may be needed to complete the changes before submitting the plan to Council.</li> </ul> |
| <b>Follow up Action</b>                         | <ol style="list-style-type: none"> <li>Use the Meadowview Drive Functional Plan alignment to protect and secure road Right-of-Way as development occurs(P&amp;D, 2013)</li> <li>Determine Meadowview Drive Project funding in the 10 year road plan (Engineering, 2014)</li> </ol>  |
| <b>Attachment (s)</b>                           | <ol style="list-style-type: none"> <li>Strategic Alignment Checklist</li> <li>Executive Summary of Meadowview Drive Functional Plan</li> <li>Meadowview Drive Functional Plans</li> </ol>   |
| <b>Report Reviewed by:</b>                      | Ian McKay, GM Integrated Growth<br>Peter Tarnawsky, County Commissioner - CAO   |



## Strategic Alignment Checklist

## Attachment One

**Vision:** *Sturgeon County: a diverse, active community that pioneers opportunities and promotes initiative while embracing rural lifestyles.*

### Community Outcomes:

- *We promote consistent and accountable leadership through collaborative and transparent processes.*
- *We acknowledge the importance of a healthy environment and will minimize and monitor our impact on ecosystems.*
- *We will build upon our strengths, where together we will create an inclusive, caring community.*
- *We encourage varied and integrated enterprises that enhance our strong economic base, while balancing the needs of the community and natural environment.*
- *We are committed to a safe, secure community, where our residents are respected and provided with access to opportunities.*

**Mission:** *Provide quality, cost effective services and infrastructure to meet the diverse needs of the Sturgeon County community, while improving competitiveness and sustainability.*

**Organizational Values:** *Respect, Collaboration, Accountability, Safety, Excellence*

| Focus Areas   | Not consistent           | N/A                                 | Consistent                          |
|---|--------------------------|-------------------------------------|-------------------------------------|
| <b>Strong Local Governance and Regional Leadership</b>  |                          |                                     |                                     |
| • <i>Consistent with master plans, development plans, policies and procedures</i>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Considers fiscal stability and sustainability</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Strengthens the networks of residents</i>  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| • <i>Has a positive impact on regional and sub-regional cooperation</i>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>Respect and Monitor the Natural Environment</b>  |                          |                                     |                                     |
| • <i>Compliance with Provincial and Federal legislation</i>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Minimizes impact on the environment</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Partnerships with other orders of government or organizations</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>Community Identity &amp; Spirit</b>  |                          |                                     |                                     |
| • <i>Strengthens the networks of residents</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Promotes Sturgeon County</i>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Supports the County's cultural and historical history</i>  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>Planned Growth</b>   |                          |                                     |                                     |
| • <i>Supports a balance of commercial, industrial, residential, recreational land</i>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| • <i>Considers cumulative costs and long term funding implications</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Targets growth around current or planned infrastructure</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>Maintain and Enhance Strong Communities</b>  |                          |                                     |                                     |
| • <i>Positive impact on residents quality of life</i>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| • <i>Supports and promotes volunteer efforts</i>  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| • <i>Provides programs and services that are accessible to rural and urban residents</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>Organizational Effectiveness</b>   |                          |                                     |                                     |
| • <i>Positive influence on staff engagement and commitment</i>  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| • <i>Provides the resources (physical, technical, people) and support to increase competencies and enable the organization to act</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| • <i>Supports a safe work environment</i>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |