



NORTH PEACE RURAL ROADS

North Peace Rural Roads

Stakeholder Newsletter

Volume 4 issue 1

November 2021

What Happens when the Gravel is Gone?

The Rural Roads Task Force (RRTF) has been raising concern about gravel depletion in the North Peace since they formed in 1997.

The eventual flooding behind Site 'C' will inundate one of the Ministry of Transportation and Infrastructure's (MoTI) traditional sources for road graveling and paving asphalt. The best (only?) source of quality gravel for the North Peace is along the Peace River and once the reservoir fills, any remaining gravel along the river bed between the dam and Hudson's Hope will be gone forever.

MoTI is actively trying to salvage all possible gravel before the pondage is created, which we applaud. Over the winter of 2020/21 they extracted, crushed and hauled a large quantity (pictured) north of Buick. This summer the gravel from this pile was placed on

the Beatton Airport road north of Buick. This crush, haul and place was undoubtedly a lot of money. But what happens the next time it needs gravel? The road was reconstructed around



2001 and this is the first significant gravel in the last 20 years. Where will the gravel come from 20 years from now? The Coalition and Consultants

met with the Regional Director and District Manager of MoTI in October and presented a business case to consider paving this road to protect the huge investment of the gravel haul.

Without pavement, in the coming years this gravel will get contaminated with dirt as vehicles enter from side roads, get graded into the ditch, break down from heavy loads and blow away or get thrown off the road during normal use.

There are currently 1,645 km. of gravel roads in the North Peace of which the RRTF is recommending 401 be hard surfaced over the next 20 years. Once the Peace River gravel is depleted, gravel hauls will be much longer and expensive. How will MoTI be able to maintain a large gravel road network without gravel?

New Coalition Picks up the Reins

The NPRR initiative was started in 1997 and resurrected in 2017 by the North Peace Economic Development Commission. After they wound down, the Peace River Regional District continued the work through 2020. At that time, it was determined that the PRRD could no longer continue in the capacity of project manager/sponsor.

The District of Taylor stepped up and developed a Memorandum of Understanding with the District of Hudson's Hope and PRRD Area 'B'.

After establishing the MOU, the new Coalition funding partners advertised for consulting services and selected JK Solutions Ltd. to continue with the

project. The Rural Roads Task Force was expanded late last year and now includes: Art Jarvis, Bob Fedderly, Curtis Rogers, Cheryl Montgomery, Dave Heiberg, Doug MacDonald, Doug Summer, Ernest Wiebe, Jeleana Cawley, Jim Little, Jim Schilling, Karen Goodings, Lloyd Hayden, Rob Fraser and Susan Krebs.



DISTRICT OF HUDSON'S HOPE



DISTRICT OF TAYLOR



AREA 'B'



a local government coalition of:

District of Hudson's Hope
District of Taylor
Peace River Regional District Area 'B'

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MoTI North Peace Update

The 2021 construction season saw a considerable bump in North Peace investment, for which we are grateful. Here is a highlight from MoTI on projects completed this year:

- Beatton River Airport Road – several base repairs, gravelling and base stabilization of 80 lane km
- Farrell Creek Road – significant drainage improvements completed and reconstruction of 2-lane is underway at slide site 3

location (completion early Nov 2021). The photo above shows some of the ditch work and new drainage pipe

- Hwy 97 & Swanson Lumber Road Intersection - construction of signalization intersection – substantially complete (completion early Nov 2021)
- Good Bridge Replacement - 42-metre 2-lane clear span structure installed on Cecil Lake Road
- Sideroad Resurfacing – 5 lane km

on Montney Road and 271 Road

- Beryl Prairie Road – 1.5 km of base repair
- Wonowon – 6 lane km of gravelling and 1 lane km of ditching and drainage improvements on sections of Wonowon Rd, Wonowon Ext and Wonowon Sub
- Gravelling and Dust Control – 80 lane km
- Cracksealing – 45 km

Dawson Road Maintenance - North Peace Update

DRM's update provides some further context to the 2021 summer program as there is overlap with the MoTI accomplishments. They also added five new plow trucks, two new graders, three new pick ups to their North Peace fleet this year.

Crack Sealing – 17,738.5 litres

PATCHING

Overlay – 2170.03 tonne

Overlay Handpatch – 4.75 tonne

Replacement Patch – 845.24 tonne

Replacement Patch – 120.001 tonne

CALCIUM

Dust Control – Program 1,013,355 litres

Currently Reported – 728,178 litres

Base Stabilization – Program – 2,508,054 litres

Currently Reported 1,989,774 litres*

*DRM is working to get reporting caught up.

BRUSHING

Machine – 856.914 shoulder kms

Hand Cutting – 581 metre²

Brushing/ Danger Tree – 715 each

CULVERTS

29 installed in various areas

DITCHING

0 to 30 – 200 linear metres

Widening/Deepening – 501 linear metres

Side Cast – 124,087 linear metres

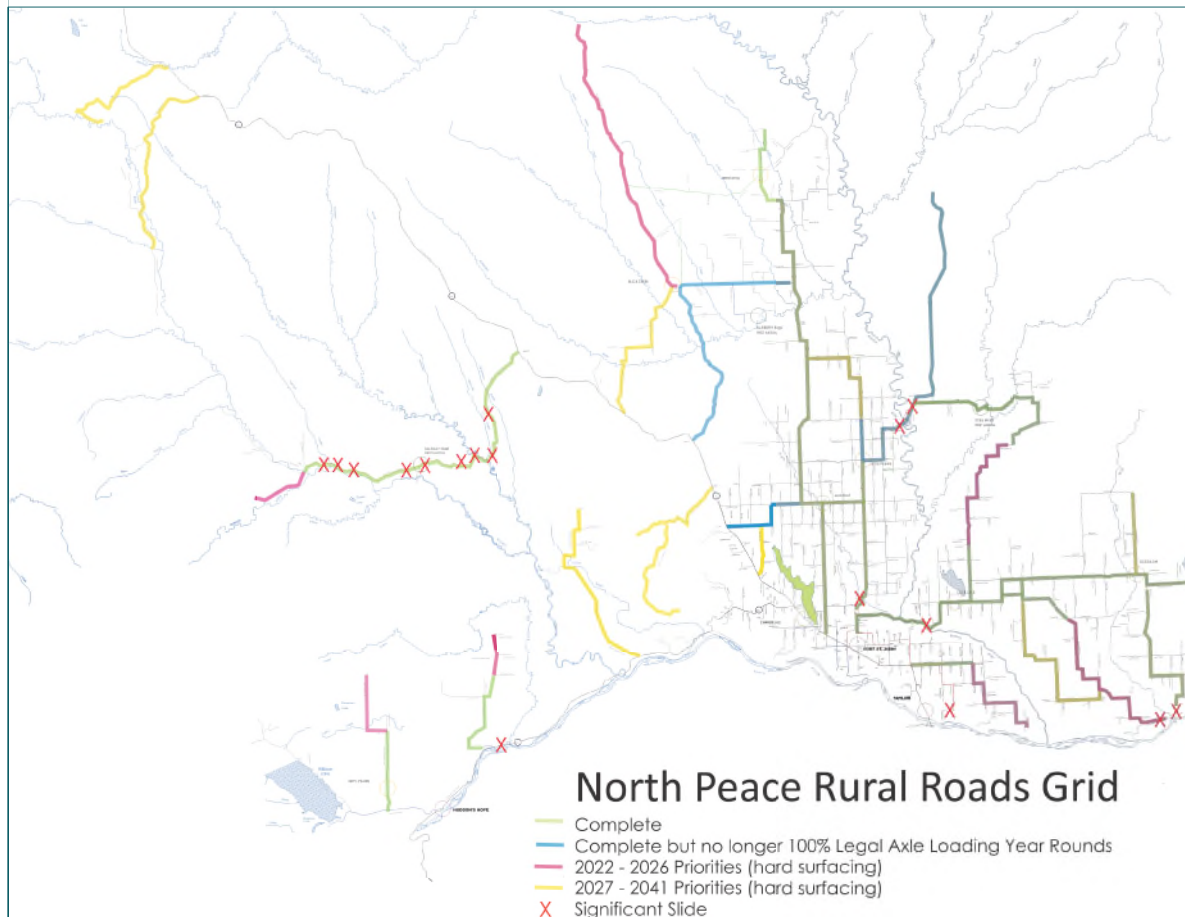
MOWING

Cut Vegetation – 9,851 shoulder km.



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The North Peace Rural Road 'Grid'

The RRTF identified the grid shown on the map in 1997 and it has undergone few changes. The intent always was to have hard surface roads to 100% legal axle loading in a north/south and east/west grid along with roads that were the only public access into large geographic areas. Many of these roads are the starting point for forest and petroleum roads.

The RRTF completed their annual priority review on October 14, 2021 and developed the following priorities which were presented to MoTI the following week. The top priorities have remained the same since the NPRR initiative restarted in 2018, but they are reviewed and updated annually to reflect current activities.

This grid would provide a smooth and dust free travelling surface for residents and workers while providing a strong enough surface to support the type and volume of industry traffic unique to this part of the Province. The elevation of the Beaton Airport to the highest priority this year was largely driven by the huge investment in gravel made by MoTI in 2021. Preservation of that gravel with hard surface is critical.

Overall Priorities

1. Leverage Site 'C' gravel extraction opportunities.
2. Retain 100% legal axle loading year-round (e.g. Upper Halfway, Prespatou, Beaton Park) -
3. Regain 100% legal axle loading year round (e.g. Milligan, Beaton Airport, Montney Highway, Buick)
4. Brushing and Ditching *
5. Gravel*
6. Slide Remediation**
7. Attain 100% legal axle loading year-round (e.g. first time hard surfacing)

* Maintenance issues that are outside the scope of the NPRR initiative, but continue to be elevated and communicated as a North Peace priority

** Slide remediation is very important to the initiative but hard to build a business case for. NPRR continues to raise the slide issues with MoTI.

Top Hard Surfacing Priorities (Nov 2021)

- | | |
|---------------------|------------------|
| 1. Beaton Airport . | 4. Beryl Prairie |
| 2. Baldonnel | 5. Graham |
| 3. Golata Creek | 6. Farrel Creek |