



North Peace Rural Roads Initiative

Stakeholder Newsletter

Issue 2 Volume 1

December 2019

Disappointing Response in 2019

The North Peace Rural Roads initiative entered spring of 2019 optimistically. We had consistently shared our message with the provincial government through 2018 and into early 2019. We had the opportunity to address the Deputy Ministers for: Premier, Energy, Mines and Petroleum Resources, Forests, Lands, Natural Resource Development and Rural Development, Jobs Training and Technology, Transportation and Infrastructure, Finance and Agriculture.

We left that meeting feeling that there would be further discussions and work by the Deputies to address North Peace rural road users concerns.

PRRD Directors Goodings and Sperling met with Minister Trevena (MoTI) and were optimistic she would come up for a

tour and we would engage in a meaningful planning process.

Following those February meetings, we stepped back to allow the ministries time to follow through on their commitments. We made several enquires but by late summer it became obvious that we were no longer getting any response .

We continue to have good and frequent communications with the local Fort St. John staff, and are pleased that they were able to construct one new pullout on the Prespatou road this year. However, the local office is not able to leverage NEW funding for the region which is our primary objective.

There were three areas that caused deep disappointment for us in 2019:

- after two years of invitations and

vague commitments from her office , Minister Trevena has not come to the North Peace to meet the task force and tour area roads.

- following a specific commitment at UBCM in the fall of 2018 from Minister Trevena for additional maintenance, the Beryl Prairie road was a disaster in 2019.
- the lack of follow-up from the Deputy Ministers meeting and the fact that our last round of email enquires went unanswered from both MEMPR and MoTI.

Despite these disappointments we will continue to press for incremental funding to ensure North Peace residents and industry have **safe, reliable rural roads**.

Rural Road Winter Maintenance Concerns?—Who to Contact

MoTI is accountable to ensure the contractor meets the obligations of the contract. In this newsletter we have shared some of the winter maintenance standards. When you feel those standards are not consistently being met, we recommend the following:

1. **Contact Dawson Road Maintenance** at (250) 262-2600 or by email: info@dawsonroadmaintenance.ca
2. If you do not get a satisfactory response, call **the Ministry of Transportation and Infrastructure** at (250) 787-3237

and reception will pass your concern to the appropriate staff member

3. If neither of the above steps result in a satisfactory response, contact your PRRD rural Area Director
 - Area 'B' - kgoodings@prrd.ca
 - Area 'C' - bsperling@prrd.ca
 - Hudson's Hope - mayor@hudsonshope.ca
 - Taylor - mayorfraser@districtoftaylor.com

What are the Winter Maintenance Contractor Requirements?

On June 1, 2019, the North Peace road maintenance (Area 22) contract transferred from long time contractor Yellowhead Road and Bridge (YRB) to Dawson Road Maintenance Ltd (DRM). After the first snowfall of the year, residents took to social media and contacted their Regional District representative to express dissatisfaction with new contractors response to the freezing rain/snow event. Below are some of the contractual obligations for winter maintenance. These requirements are standard across the province. The information provided here is publicly available on MoTI's [web page](#) and we encourage readers to review it for CONTEXT for the information provided here.

The full schedule 1A specifications are contained in this document: https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/highway-bridge-maintenance/highway-maintenance/maintenance-agreements/maintenance-specifications/schedule_1a_specifications_-_final_-_2018-19.pdf

PM3.01.2-1 Remove Winter Accumulations from Travelled Lanes as follows:

Performance Criteria	Maximum Winter Accumulations Response by Highway Classification				
	A	B	C	D	E
<i>Road Classification</i>					
a) One lane each direction	4 cm.	6 cm.	10 cm.	15 cm.	25 cm.
b) Second lane	8 cm.	10 cm	n/a	n/a	n/a
c) All other lanes including brake checks, chain up/off areas and any other vehicle accessible portions with the Right-of-Way	12 cm.	16 cm.	20 cm.	20 cm.	n/a
d) Rest Areas, pull-outs and parking areas at a minimum 2.5 metre pass width	12 cm.	16 cm.	20 cm.	20 cm.	n/a

PM3.01.2-2 Notwithstanding, PM3.01.2-1, remove slush or broken compact from Travelled Lanes as follows:

Performance Criteria	Response by Highway Classification				
	A	B	C	D	E
<i>Road Classification</i>					
a) All lanes including brake checks, chain up/off areas and any other vehicle accessible portions within the Right-of-Way	90 min.	2 hr.	6 hr.	n/a	n/a

PM3.01.2-3 Remove Winter Accumulations and Compact after the end of the Weather Event from Travelled Lanes as follows:

Performance Criteria	Response by Highway Classification				
	A	B	C	D	E
<i>Road Classification</i>					
a) Bare lanes when the pavement temperature is -9 or warmer	24 hr.	36 hr.	48 hr.	n/a	n/a

PM3.01.2-4 Remove Winter Accumulations from Travelled Lanes as follows:

Performance Criteria	Response by Highway Classification				
	A	B	C	D	E
<i>Road Classification</i>					
a) Maintain thickness of the Compact service no greater that 40 mm..	48 hr.	48 hr.	48 hr.	3 day	n/a
b) Remove pot hole in Compact exceeding 25 mm. depth and averaging more than 1 per 25 meters of highway	24 hr.	24 hr.	48 hr.	7 day	n/a
c) Remove rutting in Compact exceeding 25 mm. in depth	72 hr.	72 hr.	4 day	7 day	n/a

PM3.01.2-5 Remove Winter Accumulations after the end of the Weather Event from paved should of Travelled Lanes, as follows:

Performance Criteria	Response by Highway Classification				
	A	B	C	D	E
<i>Road Classification</i>					
a) paved shoulders	30 hr.	42 hr.	54 hr.	80 hr.	n/a

PM3.01.2-6 Remove the remaining Winter Accumulations after the end of the Weather Event from Rest Areas, pullouts and Parking areas as follows:

Performance Criteria	Response by Highway Classification				
Road Classification	A	B	C	D	E
a) Rest Areas, pullouts and parking areas	4 day	6 day	10 day	24 day	n/a

PM3.02.2-1 Deploy resources in advance of a forecasted or anticipated Weather Event to pre-treat Compact Travelled Lanes with Winter Abrasives, as appropriate for the location, to minimize the development of Slippery conditions

PM3.02.2-2 Deploy resources in advance of forecasted or anticipated Weather Event to pre-treat bare Class A and B Travelled Lanes with Anti-icing materials, as appropriate for the location, to minimize the development of Slippery conditions and prevent snow or ice from bonding.

PM3.02.2-3 Restore traction of Travelled Lanes immediately, when Slippery conditions occur outside of a Weather Event.

PM3.02.2-4 Restore traction on Travelled Lanes with Slippery conditions, once the Weather Event commences as follows:

Performance Criteria	Response by Highway Classification			
Road Classification	A	B	C	D
a) Grades exceeding 5 percent	60 min.	90 min.	2 hr.	4 hr.
b) Curves with regulatory or warning speeds under 60 km. per hour				
c) Curves on a hill				
d) School zones				
e) Intersections				
f) Black ice prone locations				
g) Incident prone locations				
h) Shady areas				
i) All other locations				

PM3.02.2-5 Restore traction on Travelled Lanes during freezing rain as Follows

Performance Criteria	Response by Highway Classification			
Road Classification	A	B	C	D
a) Rest Areas, pullouts and parking areas	2 hr.	3 hr.	4 hr.	6 hr.

PM3.02.2-6 Restore traction to Compact Travelled Lanes by modifying the surface using mechanical, chemical and/or Winter Abrasives as follows:

Performance Criteria	Response by Highway Classification			
Road Classification	A	B	C	D
a) Compact Travelled lanes not able to effectively retain Winter Abrasive	2 hr.	3 hr.	4 hr.	6 hr.

Notwithstanding the standards above, anyone who has entered into or administered a contract is aware that specifications are seldom read in isolation from the rest of the contract. There may be language elsewhere in the contract that allows for deviations in certain circumstances. We have provided them here to help road users understand the base performance criteria that the contractor will be evaluated on. If road users feel that the contractor is consistently not meeting the specifications, the issue should be raised with first the contractor and if there is no satisfaction with the local MoTI office.

The table below shows the current classification for key roads that the North Peace Rural Road initiative has identified as a primary grid to be upgraded to support the regions residents and industry. The number indicates the summer classification and the letter indicates the winter classification. For example, the Rose Prairie road winter maintenance would fall in to the 'B' category on the previous page. Additional road classifications can be looked up using the web link below the table.

#	Name	Class	#	Name	Class	#	Name	Class
101	Rose Prairie	3B	116	Upper Cache	5C	184	Siphon	5C/6C
103	Cecil Lake	3B	116E	Lower Cache	5D	193	Prespatou	4C
105	Peaceview	5C	118	Beryl Prairie	6C	187	Cypress Creek	5D
107	Baldonnel	4C/5C	121	Montney Road	5C	187U	Chowade	7D
108	Golata Creek	5C	126	North Cache	6D	188	Doig	5C
109	Bison	5C	137	Milligan	4C	192	Pink Mountain	6D
111	Clayhurst	5C	151	Beatton Airport	3C/4C	211	Van Ingren	5C/6C
114	Montney Hwy	4C	154	Buick	5C	271	Beatton Park	5C

Source: <https://maps.gov.bc.ca/ess/hm/imap4m/> Accessed November 2019.

Shift into Winter

In keeping with our seasonal newsletter, have you checked out the web page shiftintowinter.ca? Whether you are packing your vehicle for a winter vacation, preparing for a safety talk with

your crew or are just want more information about winter driving in BC, this is an excellent place to start.



Wishing everyone a safe, happy and prosperous New Year from the North Peace Rural Roads Task Force.

2019 Construction Season Improvements - North Peace

The Ministry of Transportation and Infrastructure provided the following list of North Peace completed improvements for the 2019 construction season.

Enhanced Maintenance:

- gravelling and dust control – 50 lane km
- Beryl Prairie road – improved 1 km (sub base work and extra ditching)

Bridges:

- La Garde creek bridge replacement (Siphon Creek Road)
- scour assessment

Slides:

- Cecil Lake slide shotcrete repair
- Beatton Park (271) road slide repair

New Construction:

- pullout on Prespatou Road
- Hwy 29 Canyon Drive crosswalk
- Swanson Lumber intersection upgrade – property acquisition in progress

Resurfacing:

- Milligan Creek road (50 lane km.)
- Hwy 97 and side roads (175 lane km)
 - ✓ Hwy 97 - North Taylor Hill to Jct Swanson Lumber
 - ✓ Hwy 97 - Jct Hwy 29 to Mile 83
 - ✓ Beatton River Airport Road
 - ✓ Grandhaven Road
 - ✓ Charlie Lake South Road
 - ✓ Tank Farm Road
 - ✓ Beatton Park Road



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