

**DISTRICT OF HUDSON'S HOPE  
BERYL PRAIRIE ROAD UPGRADE  
HELD IN THE COUNCIL CHAMBERS  
WEDNESDAY, MAY 13, 2009 AT 10:30 A.M.**

Present **Council:** Mayor Anderson; Councillors Stacey and Summer  
**Staff:** C. Bonnick, Administrator; and T. Turvey, Office Assistant  
**MOT:** Ministry of Transportation: Renee Mounteney, District Manager;  
Catherine Deol, Regional Project Manager; Chantelle Gergley,  
Operation Manager, North Peace; Derek Drummond, District CVSE  
Manager; Alan Edgar, Local Area Manager  
**Others:** Randy Kurst, Vic Gouldie, Cindy Lewis, Andrew Purvis, Earleen  
Bitterman, Pat Enderlin

**CALL TO ORDER**

Mayor Anderson called the special meeting to order at 10:35 am.

**BERYL PRAIRIE ROAD UPGRADE**

Catherine Deol, Regional Project Manager and Renee Mounteney, District Manager for the Ministry of Transportation (MOT) and Infrastructure gave a presentation to Council on the Beryl Prairie Road Upgrade. The following overview was provided:

- 12.9 km of the Beryl Prairie Road will be seal coated.
- 3.7 km will be single seal coated with 9.2 km double seal coated
- Realignment of the road on the left side between 6.8 km and 7.3 km.
- Property acquired only between 6.8 km and 7.3 km at the realignment area.
- Slope of the ditch will be 2:1 anything over that is cost prohibitive.
- Brenot Creek will be widened with a reinforced soil wall and guard rails.
- 1 metre ditch depth.
- Final width 9 metres seal coated with a hard surface on the shoulder.
- Cost of the upgrade is \$5 million. Regular pavement costs \$1million/km.
- The construction is still in the design stage – Tender is expected to go out June 8, 2009.
- Start of project expected end of July 2009. Completion by October 15, 2009.

Council members and the public discussed the following items that they believe are priority items for the Beryl Prairie Road:

- Need for a better slope than 2:1. A clay base needs a better slope, 3:1 at least, anything less is unacceptable.
  - Renee advised 2:1 is the BC standard however there is 3:1 in some areas of the Peace but it is very cost prohibitive. MOT will keep an eye on it for future reference.
- Ditches in Farrell Creek very steep - emergency services have a hard time extracting people who are hurt.
  - MOT will keep that in mind when planning the road.

- Councillor Summer would like to ensure the base strengthening is adequate to pave as the road is currently soft and spongy.
  - the road is still in the design stage and the base strength is being re-addressed because of the condition of the current road. The geotech is aware of these concerns and is looking at it.
- Would the MOT purchase or expropriate lands? If so the Agricultural Land Commission (ALC) does not allow land to be subdivided into parcels under 155 acres which could affect the possible future development of the land.
  - The MOT very rarely expropriates land, however the MOT must go through the ALC on all purchase agreements within their boundaries.
  - Individual concerns would have to be addressed at the time of acquisition but they can have the land agent make owners aware of minimum lot sizes for subdivision through the ALC.
- Councillor Summer has concerns that the 66' right-of-way is adequate.
  - Al Edgar thought the Beryl Prairie Road had an 80' right-of-way. Will check.
- Walking/Riding Trails – There are numerous people who ride horses, quads, or simply walk beside the Beryl Prairie Road. Could a trail be made available to accommodate these people?
  - The MOT will look at it however are not sure if it can be accommodated due to the cost.
- Culverts for access to fields need to be provided in all areas where landowners have gates.
  - Concern is addressed.
- Minimum clearances for telephone and hydro wires?
  - BC Hydro and Telus are brought in at the planning stage and are aware of the construction. There will be an estimated 9 to 11 pole moves.
- The re-alignment area still shows a curve why?
  - Although the road is being straightened some curve will remain to avoid the marsh area because of environmental concerns.
  - The original design was to have the road go straight through however the design team decided to keep the curve. Partly because of the cost of removing the water and the possible environmental impact to remove an existing slough.
- What is the MOT doing to accommodate local and industrial traffic during the construction phase?
  - The traffic management plan must be approved by Renee Mounteney, District Manager prior to construction and possibly include (if necessary):
    - ◆ No delays greater than 20 minutes.
    - ◆ Construction to be shut down during busy times.
    - ◆ Notice to the public regarding expected delay times.
    - ◆ School buses and emergency vehicles are to be given priority.
- Will the speed limit remain the same?
  - At this time the speed limit will remain at 80 km/hr with 60km/hr through the Beryl Prairie Community.
  - Appropriate signage will be ordered.

- Will there be any improvements to the rest of the Beryl Prairie Road?
  - YRB and the MOT will be addressing this issue. The MOT will look at the quality of the road and will be maintaining the existing road.
  - A 50% road ban will be requested until the problem is fixed.

Complaints regarding dust, delay issues etc. are to be addressed to the Construction company during the construction phase not with YRB or the MOT. All other issues can be addressed to Catherine Deol, Regional Project Manager or Alan Edgar, Local Area Manager.

District advised the MOT that:

- The municipality has a policy in place regarding industrial traffic during school bus hours.
- The Hudson's Hope Medical Centre does not have full medical coverage and are not considered a triage centre. Emergencies could be sent to Fort St. John and contractors should be aware of this when preparing their emergency plans.

## **ADJOURNMENT**

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The Special meeting was adjourned at 11:20 am.  
Moved by Councillor Stacey and Seconded by Councillor Summer.

Certified Correct:

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Clerk

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Mayor