

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule No 3

Murrayville, B.C.
September 30th, 1969ROBERTS BANK RAILWAY

A meeting was held in the Municipal Hall, Murrayville, B. C. on Tuesday, September 30, 1969 at 3:15 p.m.

Present were:

Mayor Poppy, Aldermen Barichello, Jensen and Woolley, together with the Superintendent of Works and the Municipal Clerk.

Mr. R. McMorran, Engineer with Willis, Cunliffe, Tait and Co., was also in attendance at the meeting and at 4:00 p.m. Mr. Scales of the C.N.R. joined the meeting.

Mayor Poppy stated that Mr. McMorran had been requested to study the plans and specifications of the proposed railway route, particularly with reference to the road crossings.

Realignment of Rawlison Crescent

Mr. McMorran stated that the route to the south of Rawlison Crescent, for the underpass under the new railway, had been most desirable, but the route to the north could be acceptable to the municipality if it is properly planned. In other words there would have to be adequate planning to facilitate traffic for the future.

Realignment of River Road

There will have to be a realignment of the River Road to provide a crossing over the railway, and, if another leg to the west is built in the future, this could pose an additional problem of a further crossing. Perhaps some consideration should be given to a single crossing over this railway if such could be planned.

The meeting then gave consideration to the possibility of an east-west road across the flat land possibly near to the dyke on the McLeellan farm, which would be used by traffic travelling into Fort Langley as well as traffic travelling into the Freeway along the Livingstone Road. This would eliminate the necessity of a crossing at Rawlison and River Road. Mayor Poppy suggested there are a number of things that would have to be taken into consideration; such as the projected traffic flows in both directions, the existing and future school bus routes and other uses of this road pattern.

Mr. Scales (C.N.R.) entered the meeting at 4:00 p.m.

Mr. Scales presented plans of the Rawlison road realignment and underpass, and stated that it was proposed to have the road follow a fifteen degree curve, and

Mr. McMorran observed that forty mile per hour traffic requires a twelve degree curve with a one hundred and fifty foot spiral. Mr. Scales stated that the project could be redesigned to provide this standard. Mr. McMorran then asked why the route to the south of Rawlison Crescent had been abandoned. Mr. Scales replied that there would be required a cut of twenty to twenty-five feet for the road in this location, and this hillside is known to be composed of unstable material. This would pose serious problems in the matter of construction of both the road and the overpass. The road cut would fill up with snow in winter time, and it was felt that the route to the north of Rawlison would be preferable for maintenance and other reasons.

Mayor Poppy then referred to the plans for the River Road crossing, and stated that the western leg, when it is built, could pose particular problems. Mr. Scales stated that he does not expect that this leg will be built for a number of years in the future. The possibility of the single route across the flat land instead of crossings at River and Rawlison was discussed, and Mr. Scales stated that he would be concerned over the settlement of fill for the necessary road overpass. There must be a twenty-three foot clearance above the rails, and this would make a very high structure and an extremely wide and high fill for the road and overpass purposes. He felt the problems of building this road and overpass would be much greater than trying to solve the problems at River Road and Rawlison Crescent.

Alderman Jensen asked if the Rawlison structure could be designed to provide for a possible four lanes of traffic in the future. Mr. Scales stated that the present design was such that it would be possible to redesign this at a later date to accommodate more traffic. However, any work in the future would, naturally, come under the provisions of the railway crossing fund. Mr. McMorran observed that in other localities his firm and the municipalities for whom they work had experienced difficulties with projects under the crossing fund, and suggested that perhaps some planning for the future should be considered at this time.

Mayor Poppy then asked Mr. Scales what ^{the} programme on this project would be. Mr. Scales replied (1) the contract will be awarded for the building of the railway immediately (2) further planning on the crossings will be carried out (3) agreement between the C.N.R. and the municipality will have to be reached on the crossings and (4) the Canadian Transport Commission will be requested to issue an order covering the construction of the crossings and (5) the construction contract will be adjusted to take care of any changes from the original plans as a result of the agreement on the crossings.

Mayor Poppy stated that the Municipal Council is not satisfied with the present planning of the River Road diversion and level crossing, and the Rawlison Road realignment should be adjusted as was mentioned earlier in the meeting. The Council also needs to give consideration to the future development of the municipality, and the traffic and road patterns, which will emerge in the future. Mr. McMorran suggested that perhaps a grade separation at River Road should be given consideration and Mr. Scales was requested to provide Mr. McMorran with the normal Canadian Transport Commission traffic volume formula in determining the priorities on grade separation. Mr. McMorran stated that he would contact Mr. Don Eckford, Engineer for the Canadian Transport Commission, for further information, and would make a further report to Council.

TERMINATION

The meeting terminated at 5:15 p.m.