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# HALDIMAND COUNTY

## Report RDS-01-2021 Amendment to the Heavy Truck By-law For Consideration by Council in Committee on April 20, 2021

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### OBJECTIVE:

To amend the Heavy Truck By-law by removing two sections of road from Schedule B – Reduced Load Limit Highways.

### RECOMMENDATIONS:

1. THAT Report RDS-01-2021 Amendment to the Heavy Truck By-law be received;
2. AND THAT the by-law included as Attachment #1 to Report RDS-01-2021 be presented for enactment.

**Prepared by:** David Pressey, Director Roads Operations

**Respectfully submitted:** Philip Mete, P. Eng., General Manager of Public Works Operations

**Approved:** Craig Manley, MCIP, RPP, Chief Administrative Officer

### EXECUTIVE SUMMARY:

The Heavy Truck By-law identifies roads within Haldimand County where heavy trucks are permitted to travel. The Heavy Truck By-law restricts the gross vehicle weight limit to five (5) tonnes per axle for road sections outside of the schedule identified in the Heavy Truck By-law, unless they meet one of the exemption requirements. The Heavy Truck By-law provides additional restrictions during the spring thaw period from March 1 to April 30 in each calendar year on specific portions of the heavy truck routing. These seasonal restriction are identified in Schedule B of the Heavy Truck By-law. The proposed amendments described below are related to removing the seasonal restrictions on two (2) road sections currently identified as a heavy truck route.

### BACKGROUND:

Haldimand County's road system currently consists of approximately 1,452 centerline kilometres of roadway. The roads identified as heavy truck routes make up approximately 425 km, of which; approximately 60 km is identified with spring thaw restrictions. The remaining roadway network of approximately 1,027 km have been constructed / built with limited vehicle loading capacity and generally fall under one of the two following categories:

- Roads consisting of gravel or low cost bituminous pavement (surface treatment).
- Roads with reduced base specification and asphalt surface thickness primarily designed for lower traffic volumes and/or residential with limited heavy truck loading capability.

Roadways that fall under the two categories above, do not have the capacity to carry heavy loaded commercial vehicles, and are subject to increased damages at anytime and especially during the spring thaw period.

## **ANALYSIS:**

The legal load limit for vehicles travelling on any public road in Ontario is regulated under the Highway Traffic Act. The maximum allowable weight per axle permitted under this legislation is 10,000 kilograms (10 tonnes). The total vehicle weight can vary substantially with axle configurations.

Section 122(7) of the Highway Traffic Act permits a municipality to pass a by-law to designate when the legal load limit of a road can be reduced. The reduced load period limits a vehicle axle weight to 5,000 kilograms (five tonnes) per axle.

Since the enactment of the Heavy Truck By-law in 2019, staff have reviewed two sections of road identified in Schedule B of the Heavy Truck By-law:

- Haldimand Road 18 / Sandusk Rd, from Hwy 6 to Haldimand Road 20 / Indian Line.
- Haldimand Road 27 / Concession 11 W, from Haldimand Road 18 / Sandusk Road to Haldimand Road 20 / Indian Line.

Council Report ECW-01-2021 Alternative East-West Truck Route Road 20 (King Street) Hagersville, February 9, 2021, identified Haldimand Road 27 / Concession 11 W and Haldimand Road 18 / Sandusk Road as the alternative East-West truck route around Hagersville. In this report, staff evaluated the suitability of the roadways to handle the increased truck traffic year round. Improvements to Haldimand Road 18 / Sandusk Road, as recommended in ECW-01-2021 will be presented in the 2022 Tax Capital Budget. Haldimand Road 27 / Concession 11 W is currently identified in the Tax Capital Forecast for reconstruction in 2025. Roads Operations staff will continue to maintain the current road structure until the reconstruction and upgrades are complete.

Given the above information, the two sections of roads listed above no longer require the seasonal restrictions and as such, should be removed from Schedule B of the Heavy Truck By-law.

## **FINANCIAL/LEGAL IMPLICATIONS:**

Financial impacts related to signage changes will be mitigated within the approved 2021 Tax Supported Operating Budget.

## **STAKEHOLDER IMPACTS:**

The Ontario Provincial Police (OPP) and the Ministry of Transportation (MTO) have been consulted in regards to the amendment of the by-law.

## **REPORT IMPACTS:**

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

## **ATTACHMENTS:**

1. Amended Heavy Truck By-law