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### **2007 VEHICLE WEIGHT RESTRICTIONS HARD SURFACE ROADS**

***(Regional Council at its meeting on September 27, 2007 referred this report back to the October 3, 2007 Transportation and Works Committee meeting.)***

**The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 24, 2007, from the General Manager, Roads:**

#### **1. RECOMMENDATIONS**

It is recommended that:

1. The gross weight of commercial vehicles be restricted to five tonnes per axle on the following hard surfaced Regional roads:
  - a) Langstaff Road (Y.R. 72), from Highway 27 (Y.R. 27) to Highway 50 (Y.R. 24), in the City of Vaughan.
  - b) Major Mackenzie Drive (Y.R. 25), from Highway 27 (Y.R. 27) to Highway 50 (Y.R. 24), in the City of Vaughan.
  - c) Pine Valley Drive (Y.R. 57), from Rutherford Road (Y.R. 73) to Teston Road (Y.R. 49), in the City of Vaughan.
  - d) Teston Road (Y.R. 49), from Pine Valley Drive (Y.R. 57) to Weston Road (Y.R. 56), in the City of Vaughan.
  - e) 19<sup>th</sup> Avenue (Y.R. 29), from Yonge Street (Y.R. 1) to Leslie Street (Y.R. 12), in the Town of Richmond Hill.
  - f) Leslie Street (Y.R. 12), from 540metres north Elgin Mills Road (Y.R. 49) to 300 metres south of Stouffville Road (Y.R. 14), and from Bethesda Sideroad to Aurora Road (Y.R. 15), in the Towns of Richmond Hill and Aurora.
  - g) 14<sup>th</sup> Avenue (Y.R. 71), from 9<sup>th</sup> Line (Y.R. 69) to York/Durham Line (Y.R. 30), in the Town of Markham.
  - h) 16<sup>th</sup> Avenue (Y.R. 73), from Donald Cousens Parkway (Y.R. 48) to York/Durham Line (Y.R. 30), in the Town of Markham.

- i) York/Durham Line (Y.R. 30), from Steeles Avenue to the 407 ETR, from Highway 7 (Y.R. 7) to Durham Road 5, and from Main Street, Stouffville to 600 metres south of Bloomington Road (Y.R. 40), in the Towns of Markham and Whitchurch-Stouffville.
  - j) St. John's Sideroad (Y.R. 26), from Bayview Avenue (Y.R. 34) to Woodbine Avenue (Y.R. 8), in the Towns of Whitchurch-Stouffville and Aurora.
  - k) Warden Avenue (Y.R. 65), from Bloomington Road (Y.R. 40) to Davis Drive (Y.R. 31), in the Town of Whitchurch-Stouffville.
  - l) Kennedy Road (Y.R. 3), from Aurora Road (Y.R. 15) to Davis Drive (Y.R. 31), and from Mount Albert Road (Y.R. 13) to Boag Road, in the Towns of East Gwillimbury and Whitchurch-Stouffville.
  - m) Doane Road (Y.R. 45), from Yonge Street (Y.R. 51) to Woodbine Avenue (Y.R. 8), in the Town of East Gwillimbury.
  - n) McCowan Road (Y.R. 67), from Davis Drive (Y.R. 32), to 1.5 kms south of Mount Albert Road (Y.R. 13) and from Mount Albert Road (Y.R. 13) to Ravenshoe Road (Y.R. 32), in the Town of East Gwillimbury.
  - o) Ravenshoe Road (Y.R. 32), from Victoria Road (Y.R. 82) to Durham Road 23, in the Town of Georgina.
  - p) Old Homestead Road (Y.R. 79), from Warden Avenue (Y.R. 65) to Highway 48, in the Town of Georgina.
  - q) Bathurst St. (Y.R. 38), from Green Lane East (Y.R. 19) to Morning Sideroad, in the Township of King and Town of East Gwillimbury
2. The Regional Solicitor prepare the necessary by-law.

## **2. PURPOSE**

This report is submitted to obtain approval for a reduction in the approved gross weight of commercial vehicles permitted to travel on certain sections of the Regional road system (*see Attachments 1 and 2*). The hard surfaced road sections identified for this restriction have not been designed to support heavy truck traffic and have limited structural capacity. Restriction of the weight of commercial vehicles will assist in retaining the current surface condition until such time upgrading of these roads is deemed to be cost effective, prioritized and approved by Regional council, and completed.

A Regional by-law is required under the Highway Traffic Act before any of the listed weight restriction regulations can be enforced.

### **3. BACKGROUND**

The current three-year by-law expires on November 21, 2007. The by-law was enacted to reduce the use by heavy trucks and protect the investment in these surfaced sections until future improvements of the roadway were implemented under the Capital Roads Construction Program.

As these surface treated or cold mix asphalt roadways had the potential for becoming major heavy commercial routes, a year-round load restriction was proposed as a means of discouraging them from becoming truck haulage routes. Access along these roads must continue to be available for local businesses. This issue has been successfully addressed through the issuance of annual overweight permits to these businesses on a no-fee basis.

### **4. ANALYSIS AND OPTIONS**

Under section 122(7) of the Highway Traffic Act, the municipal corporation having jurisdiction over a highway may, by by-law, designate the date on which a reduced load period shall start or end, and the highway or portion thereof, to which the designation applies.

The Roads Transportation Branch completed a review of all existing hard surfaced roadways in the road system. The assessment concludes that the current year-round reduced load by-law, while not totally eliminating heavy commercial vehicles, has limited the increase in truck traffic. This regulation has assisted in maintaining the surface condition on the following road sections:

- York/Durham Line, from Steeles Avenue to Durham Road 5, and from Main Street, Stouffville to 600 metres south of Bloomington Road
- 14<sup>th</sup> Avenue, from 9<sup>th</sup> Line to York/Durham Line
- 16<sup>th</sup> Avenue, from Donald Cousens Parkway to York/Durham Line
- Langstaff Road, from Highway 27 to Highway 50
- Major Mackenzie Drive, from Highway 27 to Highway 50

- Leslie Street, from Elgin Mills Road to 300 metres south of Stouffville Road, and from Bethesda Sideroad to Aurora Road
- St. John's Sideroad, from Bayview Avenue to Woodbine Avenue
- Ravenshoe Road, from Victoria Road to Durham Road 23
- Pine Valley Drive from Rutherford Road to Teston Road
- Teston Road, from Weston Road to Jane Street
- 19<sup>th</sup> Avenue, from Yonge Street to Leslie Street
- Teston Road, from Pine Valley Drive to Weston Road
- Kennedy Road, from Davis Drive to Aurora Road, and from Mount Albert Road to Boag Road
- Warden Avenue, from Bloomington Road to Davis Drive
- Doane Road, from Yonge Street to Woodbine Avenue
- McCowan Road, from Davis Drive to 1.5 kms south of Mount Albert Road, and from Mount Albert Road to Ravenshoe Road
- Old Homestead Road, from Warden Avenue to Highway 48

Retention of the vehicle load limitation on these roads and expansion to other recently hard surfaced roadways, which also have the potential for attracting high volumes of heavy commercial traffic, is therefore proposed under a new year-round weight restriction by-law. Location maps detailing these road sections are attached to this report (*see Attachments 1 and 2*).

#### **4.1 New Road Sections for Reduced Load Restriction**

Bathurst St. from Green Lane East to Morning Sideroad is not currently covered by the vehicle weight restriction by-law. With the completion of Bathurst Street from Highway 9 to Green Lane and Green Lane easterly from Bathurst St., additional traffic uses Bathurst St. north of Green Lane adding unacceptable loads to this section of unimproved road, therefore weight restrictions are required.

#### **4.2 Existing Road Section Removed from Current Vehicle Weight Restriction By-law**

Teston Road, from Weston Road to Jane Street is proposed to be removed from the current vehicle weight restriction by-law, as a result of recent capital improvement.

#### **4.3 Time Frame of Weight Restriction By-law**

The current weight restriction by-law covered the three-year period 2004 to 2007. With the potential for some of the roads listed to be improved under the Capital Roads Construction Program and changes to traffic flows and patterns as a result of new development, it is proposed that the new by-law cover the amount of time until such roads are reconstructed. An amendment will be prepared for the sections of road that get reconstructed to remove the load restriction by-law respectively.

#### **4.4 Spring Half Load Restriction**

During the spring thaw period a reduced vehicle load restriction is placed on roads that do not have the pavement structure to carry full loads during this time when frost is coming out of the road base. A separate by law is in place for this.

The year-round weight restriction by-law covered by this report addresses those roads that have the potential for becoming major trucking routes, heavy truck traffic on these low cost, hard surfaced roadways would result in premature damage and loss of the interim road surface investment.

### **5. FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with this report as the installation of the signs is included in the 2007 Roads budget.

Without a weight restriction, heavy truck usage could cause extensive damage to these hard surfaced roads. Remedial repairs could cost up to \$60,000 per kilometre, with full reconstruction of the roadway section to Regional standards valued up to \$350,000 per kilometre.

### **6. LOCAL MUNICIPAL IMPACT**

There are no local municipal implications with this report.

### **7. CONCLUSION**

A by-law is proposed to restrict the gross vehicle weight limit to five tonnes per axle for the hard surfaced roads that have the potential for becoming major truck haulage routes, as outlined in this report. The by-law is to cover the time period from November 22, 2007 as warranted, until such roads get reconstructed.

A further review and report will be submitted to address those road sections no longer requiring load restrictions due to improvements implemented under the Capital Roads Construction Program, or any new roads that may require the gross weight restriction.

The road sections proposed for this commercial vehicle half load restriction will maintain existing traffic patterns and will not impact any industrial or commercial development or operation. Oversize/overweight permits will be issued to address full load requirements to existing commercial businesses along these weight-restricted routes.

For more information on this report, contact Brian Harrison, Director, Operations, Roads Branch at extension 5205 in the Transportation and Works Department.

The Senior Management Group has reviewed this report.

*(The attachments referred to in this clause were included in the agenda for the September 5, 2007 Committee meeting.)*