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2004 VEHICLE WEIGHT RESTRICTIONS HARD SURFACE ROADS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 25, 2004, from the Commissioner of Transportation and Works:

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 for the period between November 22, 2004 and November 21, 2007:
 - 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) 19th 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 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) 14th Avenue (Y.R. 71), from 9th Line (Y.R. 69) to York/Durham Line (Y.R. 30), in the Town of Markham.
 - h) 16th Avenue (Y.R. 73), from Markham by-pass 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 Old 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 Prout Road to Weir's Sideroad (Y.R. 81), and 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.
- 2. The Regional Solicitor be authorized to prepare the required by-law.
 - 3. The Commissioner of Transportation and Works report on the impact of the year-round load restrictions prior to the conclusion of the three-year period.

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. The hard surfaced road sections identified for this restriction do not meet Regional road standards and have limited structural capacity. Restriction of the weight of commercial vehicles will assist in retaining the current surface condition until upgrading can be scheduled under the Capital Roads Construction Program.

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

3. BACKGROUND

By-law No. R-1266-2001-105 was enacted in 2001 to cover the year-round restriction of vehicle load limits on certain Regional road sections that were surface-treated under the approved Hard Surfacing Program.

The Regional Municipality of York's Hard Surfacing Program was initiated to provide interim improved driving surfaces on warranted sections of gravel roads that were not programmed for reconstruction for several years.

The Ministry of Transportation guidelines recommends that hard surfacing is a warranted investment when traffic volumes exceed 500 vehicles per day. The cost of such an application (surface treating or cold mix asphalt) has the potential to offset the annual grading and dust control maintenance over a three to five year period.

The current three-year by-law which expires on November 22, 2004, placed commercial vehicle weight restriction on sections of York/Durham Line, 14th Avenue, 16th Avenue, Langstaff Road, Major Mackenzie Drive, Leslie Street, St. John's Sideroad, 19th Avenue and Ravenshoe Road. 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 newly surfaced 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.

- 14th Avenue, from 9th Line to York/Durham Line.
- 16th Avenue, from Markham By-pass 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 Prout Road to Weir's Sideroad, and from Victoria Road to Durham Road 23.
- Pine Valley Drive from Rutherford Road to Teston Road.
- Teston Road, from Weston Road to Jane Street.
- 19th Avenue, from Yonge Street to Leslie Street.

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

The following roads are not currently covered by the vehicle weight restriction by-law, however, recent urban development expansion has started to attract heavy commercial traffic to these roads.

- 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 Old 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.

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

The following road section is proposed to be removed from the current vehicle weight restriction by-law, as a result of recent capital improvement.

- Teston Road, from Weston Road to Jane Street

4.3 Three-Year Time Frame of Weight Restriction By-law

The current weight restriction by-law covered the three-year period 2001 to 2004. 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 another three-year period.

4.4 Spring Half Load Restriction

The year-round weight restriction by-law covered by this report addresses only 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.

While many other hard surfaced sections of the Regional road system have limited road carrying capacity, they do not have the potential at this time for becoming major truck routes. These sections will still be limited to spring time half load restriction. A separate half load by-law is enacted annually for these sections.

5. FINANCIAL IMPLICATIONS

The direct financial implications associated with this report are the sign installation costs estimated at \$2,500. The installation costs and the ongoing maintenance of these signs are contained in the current Roads Transportation Programs.

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 associated 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 three-year period from November 22, 2004 to November 21, 2007.

A further review and report will be submitted prior to the expiry of the by-law to address those road sections no longer requiring load restrictions due to improvements implemented under the Capital Roads Construction Program.

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.

The Senior Management Group has reviewed this report.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the September 8, 2004, Transportation and Works Committee agenda and a copy thereof is on file in the Regional Clerk's office.)