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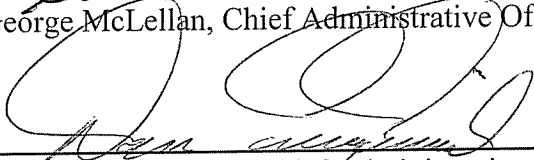
PO Box 1749
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Halifax Regional Council
March 9, 2004

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


George McLellan, Chief Administrative Officer


Dan English, Deputy Chief Administrative Officer

DATE: March 1, 2004

SUBJECT: Spring Weight Restrictions

ORIGIN

Staff has identified a need to reduce heavy vehicle traffic on municipally owned streets for a period during the spring to prevent roadway damage.

RECOMMENDATIONS

It is recommended that Halifax Regional Council:

- (1) approve temporary maximum vehicle weight restrictions (as per Schedule A) applicable to all HRM streets **excluding** those listed in Schedule B.
- (2) authorize the Engineer to apply these restrictions at the same time as the Nova Scotia Department of Transportation & Public Works implement their Spring Weight Restrictions.
- (3) authorize the Engineer to modify the implementation dates, weight restrictions and list of exempted roads as conditions warrant.

BACKGROUND

Section 194 of the Motor Vehicle Act permits Council to impose temporary restrictions on vehicle weights for the protection of streets within HRM.

In the past, HRM has approved regulations restricting maximum vehicle weights on streets owned by HRM in the former County of Halifax to coincide with the restrictions approved by the Provincial Department of Transportation and Public Works (TPW). TPW will be scheduling similar restrictions this year for the streets which they maintain.

DISCUSSION

The freeze-thaw cycle causes the road base to expand and contract and can reduce the overall road carrying capacity. To minimize potential damage to our roads, staff is recommending that temporary weight restrictions be implemented on all streets **excluding** those referenced in Schedule B attached. In addition, because the former Cities of Halifax and Dartmouth, and the former Town of Bedford, did not impose spring weight restrictions, staff recommends exempting these roads again in 2004.

Staff has arranged for enforcement of these restrictions to be carried out by Provincial Weight Enforcement personnel because of the unavailability of HRM resources. This approach will also provide consistent enforcement on roads throughout HRM, whether maintained by HRM or TPW.

The spring thaw usually occurs sometime between the beginning of March and mid-May. However, the exact time cannot be predicted. Therefore, it is requested that Council authorize the Engineer to apply the restrictions at the same time as TPW.

Notice of the HRM Spring Weight Restrictions will be advertised in local newspapers prior to the implementation date. In accordance with Section 536(2) of the Municipal Government Act, publication of this notice fulfills the requirement of section 194 (2) of the Motor Vehicle Act to erect signs.

BUDGET IMPLICATIONS

There are no budget implications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

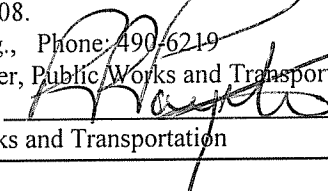
An alternative is not to impose spring weight restrictions. This is not recommended because of potential damage heavy vehicles could do to our roads and the repair cost HRM would subsequently incur.

ATTACHMENTS

- 1) Schedule A - Spring Weight Restrictions
- 2) Schedule B - Roads not subject to Spring Weight Restrictions

Additional copies of this report and information on its status can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report prepared by: Phillip Francis, P.Eng., Phone: 490-6219
Right of Way Engineer, Public Works and Transportation

Report approved by: Rick Paynter, P.Eng. 
Director, Public Works and Transportation

SCHEDULE A

Spring Weight Restrictions

Maximum vehicle and axle weights permitted by this Order are as follows:

- (a) Maximum single axle weight of 6,500 kg except single drive school and passenger buses, public utility service trucks, and fire fighting trucks; no tolerances.
- (b) Maximum tandem or triple axle weight of 12,000 kg. No tolerances.
- (c) Maximum gross vehicle weight of 12,000 kg for single drive school and passenger buses, public utility service trucks, and fire fighting trucks that exceed 6500 kg on a single axle; no tolerances.

Exemptions are as follows:

- (a) public utility service trucks while responding to emergency situations, where an emergency situation includes the restoration of services or the establishment of new services to occupied buildings.
- (b) fire fighting trucks while responding to emergency situations, where an emergency situation includes attending actual fires, medical crises, motor vehicles accidents, and assisting in fire investigations.

For the purposes of this Order, the following definitions apply:

- 1. "Single Axle" means an axle which transfers the load carried by it approximately equally to the wheel or wheels attached to each end of the axle.
- 2. "Tandem-Axle" means an axle assembly containing two (2) consecutive axles whose centers are not less than 1.20 metres apart,
 - 2.1 attached to the vehicle in such a manner that the load on the axle group is equalized on the two (2) axles, and
 - 2.2 equipped with brakes on both axles.
- 3. "Triple-Axle" means an axle assembly on three (3) consecutive axles with the centers of no two (2) consecutive axles than 1.20 metres apart, and
 - 3.1 attached to the vehicle in such a manner that the load on the axle group is equalized on the three (3) axles.
 - 3.2 equipped with brakes on all three (3) axles.
- 4. "Gross Vehicle Weight" means the sum of the individual axle weights of all axles of the vehicle or combination of vehicles.

SCHEDULE B The highways outlined in the following list are exempt from Spring Weight Restrictions and regular tolerances apply.		
1	BEAVER BANK - WINDSOR JUNCTION ROAD	FROM BEAVER BANK ROAD EASTERLY 1.2 KM .
2	BEAVER BANK ROAD	BEAVER BANK - WINDSOR JUNCTION RD TO SACKVILLE DR
3	BISSETT ROAD	COLE HARBOUR ROAD TO BISSETT LAKE ROAD
4	COBEQUID ROAD	SACKVILLE DRIVE TO ROCKY LAKE DRIVE
5	COLE HARBOUR ROAD	CALDWELL ROAD TO ROSS ROAD
6	COW BAY ROAD	EASTERN PASSAGE ROAD TO CALDWELL ROAD
7	DUKE STREET	ROCKY LAKE DRIVE TO HIGHWAY 102
8	EASTERN PASSAGE ROAD	BELMONT AVENUE TO COW BAY ROAD
9	ESTATES ROAD	GLENDALE AVE SOUTHERLY TO END OF PAVEMENT
10	FOREST HILLS DRIVE	MAIN STREET TO COLE HARBOUR ROAD
11	GLENDALE AVENUE	COBEQUID ROAD TO HIGHWAY 102
12	HAMMONDS PLAINS RD	KEARNEY LAKE ROAD TO LUCASVILLE ROAD
13	LAKE MAJOR ROAD	IN TOTAL
14	LUCASVILLE ROAD	SACKVILLE DRIVE TO HEFLER'S MILL
15	ROCKY LAKE DRIVE	DUKE STREET TO LAKE THOMAS DRIVE
16	SACKVILLE DRIVE	HIGHWAY 102 TO PATTON ROAD IN UPPER SACKVILLE
17	ST. MARGARET'S BAY RD	PROSPECT ROAD TO HIGHWAY 103, EXIT 4 IN TIMBERLEA
18	TRUNK #2	ROCKY LAKE DRIVE TO SUNNYLEA ROAD IN WELLINGTON
19	MAIN STREET	RIDGECREST DRIVE TO LITTLE SALMON RIVER BRIDGE
20	HERRING COVE ROAD	OLD HALIFAX CITY BOUNDARY TO HERRING COVE
21	EVERGREEN PLACE	IN TOTAL
22	FALL RIVER RD	400 METRES NORTH FROM COBEQUID ROAD
23	ALL STREETS	IN THE FORMER CITY OF HALIFAX, DARTMOUTH AND TOWN OF BEDFORD