

Rural Municipality of Wilton No. 472
Bylaw No. 6 – 2019
Comprehensive Road Infrastructure Management Bylaw

1. Citing

1.1 This bylaw may be cited as the “Rural Municipality of Wilton No. 472 – Comprehensive Road Infrastructure Management Bylaw

1.2 This bylaw may be cited as the “C.R.I.M. Bylaw” in its short form.

2. Conditions leading to the enactment of this bylaw.

2.1 Heavy viscosity oil recovery is currently using in excess of 75% of the road infrastructure in the Rural Municipality of Wilton. This percentage is growing.

2.2 The Heavy Viscosity Oil Industry uses the road infrastructure 24 hours a day, 7 days a week, 365 days a year, often without sensitivity to times of weakened structural conditions including those experienced during spring thaw and periods of excessive moisture.

2.3 During periods road structural vulnerability agricultural and industrial tractors are being used by the Heavy Viscosity Oil Industry to tow oil production transport vehicles, oilfield production service vehicles, oil drilling rigs, and oil lease construction equipment from oil leases to the municipal road infrastructure. This creates various levels of structural damage on municipal road infrastructure, often rendering such roads impassable to other users for extended periods of time.

2.4 The Heavy Viscosity Oil Service Industry responding to industry needs, has created service tools as indivisible vehicle loads generally exceeding Saskatchewan Secondary Highway and Municipal weight limits. These very heavy service loads, in many cases weigh much more than Saskatchewan Primary weight limits. These units operate through overweight permits available from the Saskatchewan Permit Office. The industry assumes that such a permit allows them to operate on any and all rural municipality infrastructure without need to notify and operate under the requirements of any Rural Municipal Authority. Municipal Overweight Permitting including level of service agreements are being employed to manage and limit infrastructure exposure where possible to this excessive road weight loading, which exceeds road design capacity. Current estimates place the numbers of vehicles weighing at Saskatchewan Primary and above Saskatchewan Primary weights in excess of 100 vehicles per day regularly operating on the RM of Wilton road network.

2.5 Other municipal road infrastructure users such as agricultural, residential, utility, and school buses are finding Wilton road infrastructure increasingly unreliable for their transportation needs, especially during spring thaw and during periods of wet weather.

2.6 Residents, including farms, are finding the increasing level of dust and noise created by Heavy Viscosity Oil Development unacceptable. This often presents health risks to both the human and the domestic animal population. Growing levels of protest to RM administration and Council are being experienced.

2.7 Road maintenance costs in the Rural Municipality of Wilton have increased 3 fold in the last 5 years. This means that we are spending triple the amount in gravel and other road maintenance products, and we have triple the amount of road maintenance equipment working on road infrastructure including graders, packers, reclaimers, trucks, and backhoes and their operating personnel. Even with this current level of maintenance expenditure, the Council of the RM of Wilton is not confident that the required level of service is being provided.

3. Purpose and Scope.

3.1 To strategically manage the Rural Municipality of Wilton Road Network in a safe, functional manner, to maximize road carrying capacity in terms of weight, traffic volume, and cost of operation.

3.2 To limit the weight and volume of traffic on some roads; to expand on others, to achieve a more strategic utilization of the road network.

3.3 To limit weights on certain roads during periods of road vulnerability such as spring thaw and conditions of excessive moisture.

3.4 To regulate the weight of vehicles, or vehicles with their loads using municipal roadways, or any particular municipal roadway(s).

4. Definitions

4.1 Definitions of words in this Bylaw are the definitions contained in *The Municipalities Act*.

4.2 Specific definitions of words not defined within this bylaw shall have the same meanings as assigned to them under "*The Vehicle Weight and Dimension Regulations, 2010.*"

5. Provisions - General Road Corridor Management (section 3.2)

5.1 Council may by resolution establish Corridors with weight postings above or below Saskatchewan Secondary Weights. These corridors shall be clearly marked with signs indicating the weight **as a percentage of Saskatchewan Primary Weight** as per *Appendix A* as attached to this bylaw. The identification of these corridors, as well as any additions, deletions or amendments shall be attached as *Appendix B* to this Bylaw, Current corridors shall be posted to the R.M. of Wilton's specific website and any other form that council may from time to time consider necessary.

5.2 Permits may be issued allowing exceptions to the posted weight limits of the corridor. The Permit shall identify maximum vehicle weights, specific routing, and point of origin or destination within the corridor.

6. Provisions - Road Management Committee (section 3.3)

6.1 Council may by resolution establish a Road Management Committee for the purpose of issuing orders in accordance with *The Municipalities Regulations Part III*.

6.2 The Road Management Committee shall consist of the Public Works Manager or designate, and a minimum of one member of Council as appointed by Council. The committee shall be set by Council annually, and may be amended as required by resolution. A copy of the current Committee membership shall be attached as *Appendix C* and forms part of this Bylaw.

6.3 The Road Management Committee may exercise the option by resolution to opt in or out of the Provincial Road Bans.

6.4 If in the opinion of the Road Management Committee not restricting the use of a road may reasonably be expected to result in damage to the road or a high risk of property damage, or personal injury to the public, the Committee may issue an **Order** restricting the use of the road, or roads. The restrictions in the **Order** may

6.4.1 Prohibit the operation of certain vehicles on specified roads and bridges.

6.4.2 Restrict the gross weight of vehicles on specified roads and bridges.

6.4.3 Restrict the weight of vehicles to a percentage of axle group weight or GVW on specified roads and bridges (posted percentage based on Primary Weight).

6.5 An Order issued under the provisions of this Bylaw must use the prescribed form to identify and authorize restrictions per Appendix A.1 attached to and forming part of this Bylaw.

6.6 An Order issued under the provisions of this Bylaw renders any Order issued previously null and void.

6.7 Upon issuing an Order, the R. M. Administration shall:

6.7.1 Promptly notify all elected officials of the municipality by the most expedient means.

6.7.2 Promptly notify the motoring public by posting notice on the municipal website, and any other means that in the Administration's opinion is required for adequate notification; and

6.7.3 Present and include a copy of the order in the minutes of the next meeting of Council.

6.7 Signs shall be posted conspicuously at each road, junction, or intersection that the Road Management Committee considers necessary for adequate notification.

6.8 An Order issued pursuant to this Bylaw shall remain in effect until the cancellation of the order by the Road Management Committee, and all notices and signs are removed.

7. MUNICIPAL WEIGHT PERMITS

7.1 All vehicles operated within the Rural Municipality of Wilton are subject to the provisions of the Province of Saskatchewan "*The Vehicle Weight and Dimension Regulations, 2010.*"

7.2 In addition to 7.1 the Rural Municipality of Wilton will issue permits for vehicle weights exceeding standard Saskatchewan Secondary Highway and Municipal weights, when and where municipal road infrastructure **in the opinion of the municipality**, may adequately absorb such overloads without roadway damage. Such permits, if granted, may specify routes or restrictions of travel, or any terms and conditions deemed necessary.

8. ENFORCEMENT

Any person who contravenes any provision of this Bylaw is guilty of an offence.

8.1 Weight Restriction Offences

8.1(a) No person shall exceed maximum weight specified in a permit.

8.1(b) No person shall fail to comply with the term or condition specified in a permit.

8.1(c) No person shall violate an order issued by the R. M. Road Management Committee.

8.1(d) No person shall exceed the "**posted percentage**" of **Saskatchewan Primary Weights** either by GVW or axle group weight.

8.1(e) No person shall exceed the posted weight restriction on any road or bridge.

8.2 Restricted Access Offences

8.2(a) No person shall travel within a Restricted Access Corridor, without having a bill of lading or other acceptable documentation adequately proving an origin or destination within that corridor, **or**

8.2(b) No person shall travel within a Restricted Access Corridor, unless the operated vehicle has a maximum of two axles and does not exceed 5500 kg.

8.3 The penalty for the breach of any provisions of this Bylaw shall be liable to the penalties described in the Province of Saskatchewan *Highway & Transport Act 1997*. The penalty for the breach of provisions under the **Restricted Access Corridor** provisions shall be \$2500 per offence, when charged to a commercial business or \$500 per offence when charged to an individual.

COMPREHENSIVE ROAD INFRASTRUCTURE BYLAW

8.3 If a person is found guilty of an offense against this bylaw, the court may, in addition to a fine, impose an additional penalty, so long as the penalty relates to a fee, cost, rate, toll, or charge that is associated with the conduct that gives rise to the offense.

8.4 Enforcement of the provisions of this Bylaw may be made by any peace officer having jurisdiction in the province of Saskatchewan, or a Bylaw Enforcement Officer duly approved for the enforcement of Municipal Bylaws by a resolution of Council.

9. REPEAL

9.1 Bylaw 6-2018 is hereby repealed.

10. FORCE & EFFECT

This Bylaw shall come into force and effect on the day of its adoption.

READ A FIRST TIME this 27th day of June, 2019.

READ A SECOND TIME this 27th day of June 2019.

READ A THIRD TIME AND ADOPTED this 27th day of June, 2019.

REEVE

SEAL

CHIEF ADMINISTRATIVE OFFICER

Appendix A – Corridor Signing.

Appendix A.1 – Forms of the Orders. Level 0, 1, 2 and 3. and blank form to address any other special circumstances.

Appendix B – Identification of corridors.

Appendix C –Road Management Committee.

Appendix A.1

ROAD RESTRICTION ORDER NUMBER
Effective
This order cancels all previous orders.

In Effect	Weight Restriction Level	GVW % of Primary	Approx. Equivalent to	Steer Axle	Tandem Steer Axle	Single Axle	Tandem Axle	Tridem Axle	TriDrive Axle (2)	16 (5) Wheel Trailer	24 (5) Wheel Trailer
	Winter Weights		Sask Winter Weight	7300 Kg	13,600 Kg	10,000 Kg	18,000 Kg	23,000 Kg	22,000 Kg	40,000 Kg	60,000 Kg
	Sask Primary Weights	100%	Sask Primary	Sask Primary 7300 kg (1)	Sask Primary 13,600 kg	Sask Primary 9100 kg	Sask Primary 17,000 Kg	Sask Primary 23,000 kg	22,000 kg	40,000 kg	60,000 kg
	Level 3	85%	Sask Secondary Weight	7250 kg (1) (Primary)	13,600 kg (Primary)	8200 kg	14,500 Kg	20,000 Kg	20,000 kg	34,000 kg	42,000 kg
	Level 2	75%	Standard Spring Ban	6500 Kg	12,300 kg	6850 kg	12,750 Kg	17,250 kg	16,500 kg	26,400 kg	32,000 kg
	Level 1	60%		5500 kg	11,000 kg	5500 kg	10,200 Kg	13,800 kg	11,200 kg	26,400 kg	32,000 kg
	Level 0	50%		5500 kg	11,000 kg	4550 kg	8500 Kg	11,500 kg	9500 Kg	26,400 kg	32,000 kg

All weights subject to appropriate tire size as per Sask. Highways guidelines.

- (1) All tractors 6,000 maximum, if exceeding this weight a front axle steer permit must be obtained.
(2) Tri-Drive units are now recognized in the province of Saskatchewan and the R.M. of Wilton will be following SK weights.
(3) Maximum GVW shall not exceed the total sum of all axles for levels 0, 1, and 2
(4) Tri Steer permits are available by special permission only. Please call permit office for more information.
(5) 16 AND 24 WHEEL TRAILERS MUST OBTAIN A WHEELER PERMIT FOR ALL LOADS.

NOTE: Permits may be voided at any time due to weather & road conditions.

CHECK: www.northwest-ms.com or www.rmwilton.ca for most current information.

For Further Information Call

Northwest Permit Office

(306) 387-6800

8am – 4pm Monday –Friday Date

Reeve/Deputy Reeve

Pub Works Superintendent /CAO

Date

Appendix B

Current Road Weight Restricted List
Front Axle maximum Saskatchewan Primary Weights
All other axles percentage of Saskatchewan Primary As Below

Appendix B			
ROAD	LOCATION	LENGTH OF AFFECTED ROAD	% OF AXEL WEIGHT
TWP 482	Highway 17 to RR3273	5 miles	85%
RR 3281	TWP 482 to 480A	1 mile	75%
RR 3272	TWP 490 to TWP 484	2 mile	75%
RR 3271	TWP 494 South to HWY 16	1.25 miles	75%
RR 3264	TWP 494 to TWP 492	2 mile	75%
RR 3264	HWY 16 to TWP 484	1.25 miles	75%
RR 3263	TWP 494 to TWP 490	4 miles	75%
RR 3262	HWY 16 to TWP 482A	1.5 miles	75%
RR 3261	HWY 16 to TWP 480	3.25 miles	75%
TWP 482	RR 3262 to RR 3260	2 miles	75%
TWP 470	Wilton Border to RR 3281	1 mile	75%
TWP 484	RR3263 to RR3265	2 miles	75%
RR 3271	TWP 492 to TWP 490	2 mile	50%
RR 3270	TWP 493 to TWP 492	.8 mile	50%
RR 3264	TWP 492 TO TWP 490	2 mile	50%
RR 3254	LASHBURN to TWP 480	1 mile	50%
RR 3253	TWP 500 to Highway 303	1 mile	50%
RR 3274	TWP 480 to TWP 475	.5 mile	50%
TWP 481A (BOUGHT RD)	RR 3265 to RR3260	5 miles	50%
TWP 481 A (BOUGHT RD)	RR 3255 to RR3254	1 mile	50%
RR 3282	TWP 460 to TWP 461.3	1.3 miles	5500 kgs
RR 3281	TWP 464 to TWP 464A	1 mile	5500 kgs
RR 3271	TWP 484.6 to TWP 482	2.6 miles	5500 kgs
RR 3262	TWP 482.5 to TWP 480	2.5 miles	5500 kgs
TWP 460	RR 3282 to RR 3281	1 mile	5500 kgs
TWP 492	RR 3271 to HWY 16	.75 mile	5500 kgs
RR 3252	Highway #16 to TWP 474	2 miles	5500 kgs
RR 3251	Highway #16 to TWP 474	2 miles	5500 kgs
TWP 474	RR 3252 to TWP 3250	2 miles	5500 kgs
TWP 480A	Hwy 16 to RR3251	2.5 miles	5500 kgs
TWP 482	RR3273 to RR3265	4 miles	5500 kgs

Appendix C

Road Management Committee

As a part of Bylaw 06-2016 the following members are appointed to the Road Management Committee.

Reeve, Foreman, CAO

Alternates: If the above personnel are unavailable

Deputy Reeve & Assistant Foreman or Road Manager