



HALF LOAD DESIGNATION CLASS B ROADS

Heavy Construction Association Presentation

March 21, 2022

PRESENTATION OVERVIEW

LAKESHORE'S GRAVEL CONVERSION PROGRAM AND PROJECTED INVESTMENT

LAKESHORE'S EXISTING TRAFFIC BYLAW (#2-2002 & ASSOCIATED AMENDMENTS)

EXISTING TRUCK ROUTES WITHIN LAKESHORE

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LAKESHORE'S GRAVEL CONVERSION (SURFACE TREATED) PROGRAM

Although Lakeshore started converting gravel roadways prior to 2007, Lakeshore's Gravel Conversion program (and criteria) was formally adopted in 2017. At that time the commitment to the program was approximately \$500,000 annually. Council identified the need to increase the investment into this program in 2019. Currently the program will see over a million dollars a year in investment, expected to continue for the next 10 years.

Currently Lakeshore has approximately 230 km of surface treated Class B roadways and 115 km of Class B gravel roadways left to convert.

Town of Lakeshore — Municipality of Lakeshore
Public Works Services Division
Gravel Road Conversion Projects - 10 Year Plan
May, 2020 version

Gravel Road Conversions Description	From	To	Length (m)	2021 \$	2022 1 \$	2023 1 \$	2024 2 \$	2025 3 \$	2026 4 \$	2027 5 \$	2028 6 \$	2029 7 \$	2030 8 \$	2031 9 \$	2032 10 \$	COMMENTS
2021				\$ 900,000	\$ 1,177,000	\$ 915,000	\$ 1,231,200	\$ 1,110,000	\$ 1,175,000	\$ 1,020,000	\$ 1,095,000	\$ 1,065,000	\$ 1,061,000	\$ 1,086,000	\$ 428,000	
HAWTHORN DR	Bissonnette Lane	End of Cul-de-sac		\$900,000												
2022																
HAWTHORN DR - (3rd Lift)	Bissonnette Lane	Oriole Park Dr			\$27,000											
HAWTHORN DR - (3rd Lift)	Bissonnette Lane	End of Cul-de-sac			\$18,000											
LUCS LANE	Tecumseh Road	End of Street	76.0		\$11,000											
FRONTIER ROAD	Tecumseh Road	Kent Road 1	650.8		\$91,000											
LAKESHORE ROAD 115	Rogers Road	County Road 42	2,660.0		\$370,000											
LAKESHORE ROAD 111	County Road 42	Walls Road	3,665.4		\$480,000											
N MIDDLE RD	Myers Road	Lakeshore Road 123	1,363.1		\$180,000											
2023																
LAKESHORE RD 243	South Middle Road	County Road 8	3,128.7			\$410,000										
KNAPP RD	Rochester Townline Road	Auction Sideroad	2,068.8			\$270,000										
AUCTION SDRD	Rochester Townline Road	Knapp Road	1,798.1			\$235,000										
2024																
LUCS LANE - (3rd Lift)	Tecumseh Road	End of Street	76.0				\$2,200									
FRONTIER ROAD - (3rd Lift)	Tecumseh Road	Kent Road 1	650.8				\$18,000									
LAKESHORE ROAD 115 - (3rd Lift)	Rogers Road	County Road 42	2,660.0				\$74,000									
LAKESHORE ROAD 111 - (3rd Lift)	County Road 42	Walls Road	3,665.4				\$100,000									
N MIDDLE RD - (3rd Lift)	Myers Road	Lakeshore Road 123	1,363.1				\$38,000									
ORIOLE PARK DR	North Rear Road	Hawthorn Drive	1,818.1				\$240,000									
LAKESHORE RD 213	Former CN Railway (South of S. Middle Rd)	County Road 8	1,208.1				\$180,000									
SCHOOLHOUSE RD	Scott Sideroad	Lakeshore Road 101	1,353.7				\$189,000									
LAKESHORE RD 245	South Middle Road	County Road 8	3,125.3				\$410,000									
2025																
KNAPP RD - (3rd Lift)	Rochester Townline Road	Auction Sideroad						\$80,000								
LAKESHORE RD 243 - (3rd Lift)	South Middle Road	County Road 8						\$90,000								
AUCTION SDRD - (3rd Lift)	Rochester Townline Road	Knapp Road						\$50,000								
LAKESHORE RD 245	South Middle Road	County Road 8	3,125.3					\$410,000								
MYERS RD	Myers Road	Lakeshore Road 123	1,363.1					\$180,000								

LAKESHORE'S EXISTING TRAFFIC BY-LAW (#2-2002)

Lakeshore's existing traffic by-law defines heavy traffic and designates roadways that are adequate for the use of hauling and/or truck routes (Schedule 'F'). Options are available to lift the restrictions, if required.

"Heavy Traffic" means a commercial motor vehicle, having a weight when unloaded of 3 tonnes or more, or when loaded, of 5 tonnes or more, but does not include a passenger vehicle, an ambulance, a vehicle of the Police or Fire departments, a Municipal vehicle, a Public Utilities Commission vehicle, a bus operated for the Board of Education, a bus operated by a company having a franchise for a Municipality, or a commercial motor vehicle making delivery to or collection from a bona fide destination that can only be reached via a highway or highways upon which heavy traffic is prohibited by this by-law;

HEAVY TRAFFIC REGULATIONS

31. (1) The highways and parts of highways listed on Schedule "F" hereto, are designated as Truck Routes.
- (2) This section does not apply to any vehicle owned or operated by the Corporation; by the County; by any local boards, or to any commercial motor vehicle making a bona fide delivery or collection from a destination that cannot be reached via a highway or highways upon which heavy traffic is permitted by this by-law.
- (3) No person shall operate a vehicle attached to a semi-trailer on any Highway other than a designated Truck Route.

PERMITS

34. The Director of Public Works is hereby appointed and authorized to issue, on behalf of the Corporation, permits under Section 110 of the Highway Traffic Act, with full power and authority to grant or refuse to grant any such permit.
35. A permit granted under Section 34 may be general or may limit the time and particular highway that may be used and may contain any special conditions that are deemed necessary by the said Director of Public works for the protection of the said highway from damage and he may require financial security sufficient to defray the expense of repairing any possible damage to the highway resulting from its use as set out in the permit.
36. No person shall move or cause to be moved, on any highway within the Corporation, any heavy vehicle, load, object or structure in excess of the dimensional limits set out in Section 109, or the weight limits set out in Part VIII

EXISTING TRUCK ROUTES SCHEDULE 'F'

(BY-LAW AMENDMENT #104-2016)

SCHEDULE 'F'

TRUCK ROUTES

LOCATION	FROM	TO
Walls Road	County Rd. 19	Lakeshore Rd. 101
East Pike Creek Rd.	Old Tecumseh Rd.	Croft Drive
Amy Croft Drive	County Rd. 19	Commercial Boulevard
Croft Drive	East Pike Creek Rd.	County Rd 22
Commercial Boulevard	Amy Croft Drive	County Rd. 22
Advance Boulevard	County Road 22	Patillo Rd.
Silver Creek Industrial Road	Patillo Road	Jutras Drive South
Richard Ruston Drive	Patillo Road	Jutras Drive
Jutras Drive	Silver Creek Industrial Dr.	Silver Creek Industrial Dr.
Patillo Road	County Road 22	County Road 42
Harvard Drive	Patillo Road	East Dead End
Puce Road	Oakwood Avenue	Canadian Pacific Railway
Third Street	Railway Avenue	Broadway Street
Railway Avenue	First Street	Third Street
First Street	Notre Dame Street	Lakeview Drive
Lakeview Drive	First Street	Lakeshore Water Treatment Plant
Notre Dame Street	Duck Creek	Maplewood Avenue
South Street	Notre Dame Street	Canadian Pacific Railway
Broadway Street	First Street	Duck Creek
South Middle Road	County Road 27	1961 South Middle Road
Richardson Sideroad	County Road 42	County Road 46
Knapp Road	5307 Knapp Rd.	Highway 77
Industrial Drive	Highway 77	Morris Road

HIGHWAY TRAFFIC ACT FURTHER OUTLINES EXEMPTIONS

Section 122 HTA

Designation by municipality

(7) The municipality or other authority 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 under its jurisdiction to which the designation applies. R.S.O. 1990, c. H.8, s. 122 (7); 2002, c. 17, Sched. F, Table.

O. Reg. 419/15: DEFINITIONS OF COMMERCIAL MOTOR VEHICLE AND TOW TRUCK

under *Highway Traffic Act, R.S.O. 1990, c. H.8*

COMMERCIAL MOTOR VEHICLE

Definition of commercial motor vehicle, generally

1. For the purposes of every provision of the Act and the regulations, “commercial motor vehicle” includes the following, even if it does not have a truck or delivery body attached to it:

1. A motor vehicle commonly known as a tow truck.
2. A mobile equipment vehicle.
3. A vehicle built on a truck chassis. O. Reg. 399/16, s. 2.

SURFACE TREATED ROADWAYS

Surface Treatment of a roadway does not increase the structural integrity. Adequate drainage is not necessarily present on these roads prior to conversion to surface treatment.

These roadways have never been engineered.

Surface treatment roadways were prioritized based on density and connectivity. These were treated to accommodate the residents of Lakeshore (local traffic).

Based on the volume of roadways that are currently surface treated, the concern with condition of the roadways has compounded over the last several years.

Lakeshore cannot maintain the use of these roadways as heavy truck routes.



2018 Pre Condition



2019 Post Condition

HALF LOAD DESIGNATION REQUEST

TUESDAY MARCH 19, 2019 COUNCIL MEETING

177-03-2019 - Walstedt/Wilder

That Administration bring back a report regarding half-load designations on Class B roads.

TUESDAY JANUARY 18, 2022 COUNCIL MEETING

33-01-2022

Moved By Councillor Wilder

Seconded By Councillor Walstedt

Direct Administration to prepare an amendment to By-Law 2-2002 being a By-law to Regulate Traffic on Highways under the jurisdiction of the Municipality of Lakeshore, to include year round load restrictions on Municipal Class B Roads pursuant to section 122 of the *Highway Traffic Act* from January 1st to December 31st of each year; and

Direct Administration to bring back a report regarding the inclusion of gravel roads as designated Municipal Class B Roads requiring signage.

Carried Unanimously

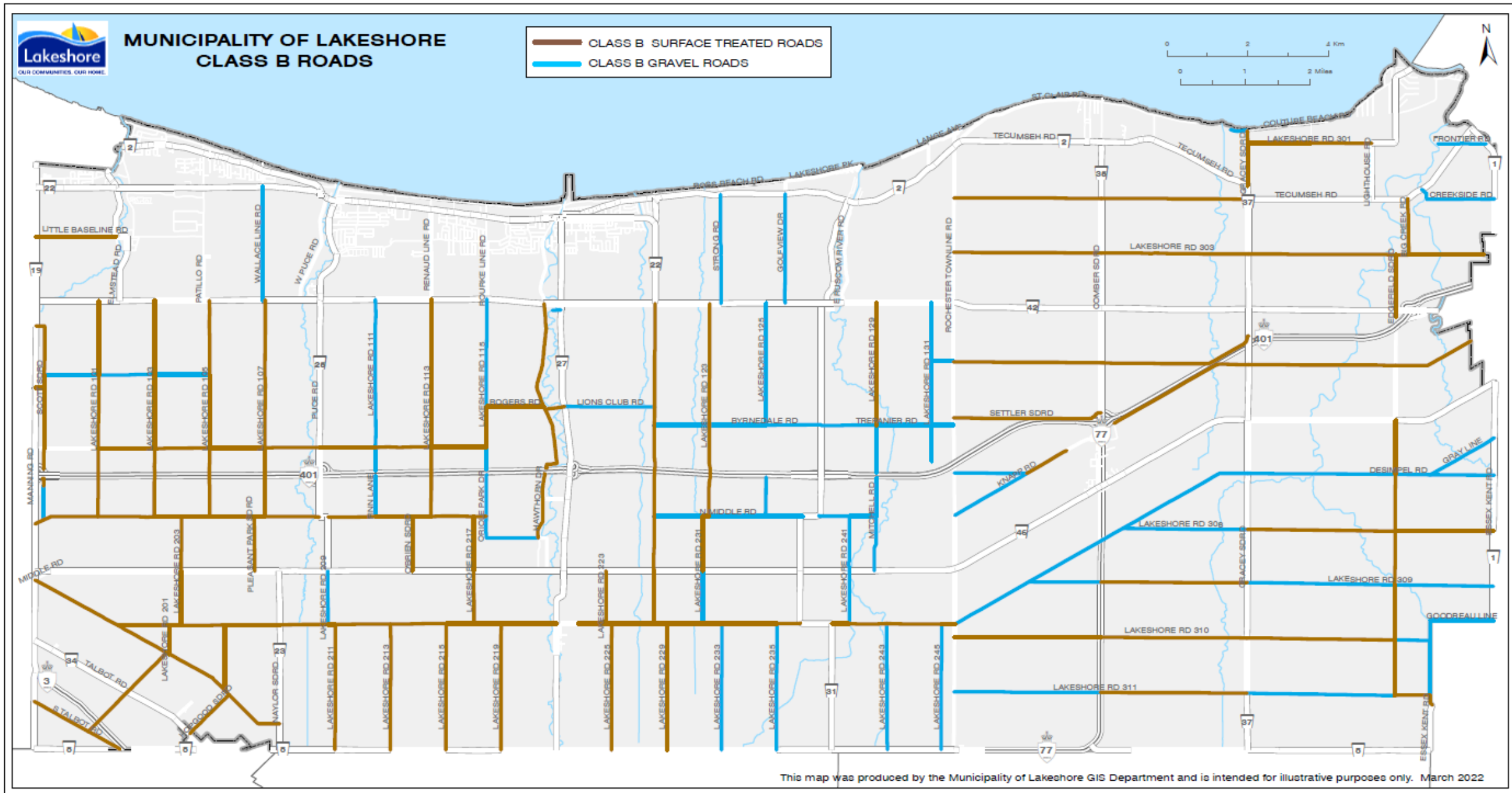
TUESDAY MARCH 7, 2022 COUNCIL MEETING

By-law was amended as requested to include gravel roadways.

Council deferred the reading of By-law 19-2022 until Administration has an opportunity to meet with the Heavy Construction Association of Windsor.

This map was produced by the Municipality of Lakeshore GIS Department and is intended for illustrative purposes only. March 2022

CLASS B ROAD MAP





WHAT THE BYLAW ENHANCEMENT DOES

- Further aims at eliminating indirect hauling routes on Class B roads, where possible;
- Provides a reminder via signage to stick to routes designated for heavy traffic under Schedule F (and County Roads), unless exempt or permits are obtained;
- Allows for those projects that require permits and/or are subject to the Class EA process the ability to lift exemptions through agreements and/or approvals; and
- Allows Lakeshore to protect its assets.

NEXT STEPS AND TIMING

A report to Council will follow at the next available Council Meeting recommending passing of by-law for amendment to Schedule 'K' (Class B roadways).

The report will include:

- Summary of the meeting with the HCA;
- Follow up letter for distribution to members of the HCA related to the by-law amendment; and
- Recommendations on how this be communicated/clarified across other areas of industry.





ROUNDTABLE DISCUSSION & QUESTIONS