

Request for Decision

Agreement for Exemptions to Load Restriction By-Law

Presented To:	Policy Committee
Presented:	Wednesday, Feb 16, 2011
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Type:	Managers' Reports

Recommendation

That the City's Delegation of Authority By-law, 2006-259, be amended to delegate to the General Manager of Infrastructure Services the authority to negotiate and enter into agreements which provide for compensation for anticipated deterioration of roads, in return for permission to operate full loads on specified roads, all in accordance with the report prepared by the General Manager of Infrastructure Services, dated February 2, 2011.

Finance Implications

The \$300,000 in revenues received as part of the pilot project has been contributed to a reserve to be used in the future for this road. The reserves and reserve fund bylaw will be amended to reflect the allocation of funds regarding exemptions to load restrictions.

Signed By

Report Prepared By

Robert Falcioni, P.Eng.
Director of Roads and Transportation Services
Digitally Signed Feb 2, 11

Recommended by the Department

Greg Clausen, P.Eng.
General Manager of Infrastructure Services
Digitally Signed Feb 3, 11

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Feb 10, 11

BACKGROUND

In accordance with Council direction, staff are open to possible opportunities for revenue generation in dealing with City assets and infrastructure.

The City traditionally has placed half load restrictions on most of its secondary – non arterial roadways during the spring thaw period from March to June. During this time when the frost is coming out of the ground, the road beds become saturated with water, lose their structural integrity and as such are susceptible to damage from heavy loadings. The General Manager has been delegated the authority to establish the half loading period in each year, within the interval from March to December 31st. Traditionally half loading can apply to the end of June, on low strength, low volume rural roadways.

During the half loading period, two to three times more large trucks may be required on the roadway in order to deliver the same volume of material. The increased volume of truck traffic throughout the City, including on arterial roads where full loads are permitted, can lead to considerable annoyance to the public related to noise, concerns as to possible increased risk to public safety, greater environmental impacts and increased transportation costs. Businesses and industries which rely on truck transportation to meet their contractual obligations have from time to time raised with staff their concerns about the negative impacts of the half load restrictions.

In 2010, the City was approached by an area mining company to consider permission for its fully loaded vehicles to operate on a specified road during normal half loading periods. The mining company proposed that the savings available to the company while running fully loaded vehicles be shared with the City, with the intent that the City could use the revenues generated to effect repair and increased maintenance of the affected road. Staff agreed to a trial period during the spring of 2010 on a single road, better assess the proposal and make recommendations to Council based on the experience.

During the trial period the roadway was reviewed weekly by the mining company, their hauling contractor and City Roads Supervisory Staff to monitor for signs of deterioration. Under the terms of this pilot project, the arrangement would have been terminated should the roadway showed signs of deterioration and half loading would have been reinstated. It was determined that the roadway did not suffer any appreciable damage and the City received revenues of approximately \$300,000, to be applied for future maintenance and repair of the road.

A number of factors would affect any decision to permit full loading on a given road. The existing condition of the road would need to be considered. This type of arrangement may not be suitable for roads that are already stressed. There may also be spring seasons where the pressure of full loading on the roadways would lead to undue damage. There may also be circumstances where, if approved, the additional pressure on the road will require full reconstruction of the roadway rather than repair or restoration. However, in the right circumstances, such as those where

- the demand will be for a limited number of years (as where mining operation has a relatively short life)
- the condition of the roadway is such that it can sustain the extra loading,
- the spring thaw conditions are appropriate, and

Provided there is careful monitoring of the situation, the arrangement can benefit all parties.

Based on the experience with the pilot project, where it is determined that the circumstances are appropriate and that the compensation is adequate to compensate for the anticipated deterioration of a specific road it is recommended that the General Manager of Infrastructure Services be authorized to negotiate and enter into agreements on the negotiated terms, permitting full loading in return for compensation; and that the General Manager arrange for monitoring of the condition of any such roads and terminate the agreement where appropriate. Revenues received are to be deposited to a reserve for the repair and maintenance of the affected roads, or if no such repair or maintenance is required, for repair and maintenance of roads in general.