Notice of Special Meeting of the Council of the RM of Sherwood No 159

Declaration of the RM of Sherwood Administrator

Pursuant to S. 123(1) of *The Municipalities Act*, I hereby give notice of a special meeting of the Council of the RM of Sherwood No. 159.

Purpose: Vehicle Permit Bylaw

Date: Wednesday, February 12th, 2020

Time: 4:30 p.m.

Location: Municipal Office, 4400 Campbell Street, Regina, SK

Pam Malach

_____

Dated this 6th day of February, 2020

Pam Malach
Chief Administrative Officer
RM of Sherwood No 159

S. 123(4) of *The Municipalities Act* states as follows:
No business other than that stated in the notice is to be transacted at a special meeting of the council unless all members of council are present, in which case, by unanimous consent, any other business may be transacted.

SPECIAL COUNCIL MEETING

AGENDA

Wednesday, February 12th, 2020
at 4:30 p.m.
Municipal Office
4400 Campbell Street
Regina, SK

A. Call to Order at 4:30 p.m.

B. Adoption of Agenda

C. Vehicle Permit Bylaw

D. Adjournment

** Order of Business as per R.M. of Sherwood No. 159 Bylaw No. 28/15*

Rural Municipality of Sherwood No. 159

Public Notice

Vehicle Permit Bylaw

Public Notice is hereby given that Council intends to have a Public Hearing for the purpose of Bylaw No. 01/20 Vehicle Permit Bylaw, at a Special Meeting of the Rural Municipality of Sherwood No. 159 to be held Wednesday, February 12th, 2020 at 4:30 p.m. in the Council Chambers of the Municipal Office located at 4400 Campbell Street, Regina.

Dated this 6th day of February, 2020

Pam Malach

Pam Malach, Administrator

Request for Decision

Report No.	PW20-003	Prepared by:	Mike Mamona
Presented to Council:	February 12, 2020		
Agenda Item:	**Bylaw No. 01/20**		

Attachments:

1. Bylaw No. 01/20– A Bylaw to regulate vehicle weights within the rural municipality of Sherwood No. 159, known as the *Vehicle Permit Bylaw*.
2. Appendix A – Guide to Sask. Weight and Dimension Regulations.
3. Appendix B - Map of Sherwood Industrial Park showing designated streets as primary roads.
4. Appendix C – Vehicle permit fee schedule.

Recommendation:

THAT Bylaw No. 01/20 being a Bylaw to regulate vehicle weights within the rural municipality of Sherwood No. 159, known as the *Vehicle Permit Bylaw.*
Therefore; Bylaw No. 01/20 be read a first time.

THAT Bylaw No. 01/20 being a Bylaw to regulate vehicle weights within the rural municipality of Sherwood No. 159, known as the *Vehicle Permit Bylaw.*
Therefore; Bylaw No. 01/20 be read a second time.

THAT Bylaw No. 01/20 being a Bylaw to regulate vehicle weights within the rural municipality of Sherwood No. 159, known as the *Vehicle Permit Bylaw.*
Therefore; Bylaw No. 01/20 be given three readings at this meeting.

THAT Bylaw No. 01/20 being a Bylaw to regulate vehicle weights within the rural municipality of Sherwood No. 159, known as the *Vehicle Permit Bylaw.*
Therefore; Bylaw No. 01/20 be read a third time and hereby adopted.

Summary:

RM roads are best suited to accommodate a Secondary Provincial weight standard, except those roads designated to be Primary Weight Roads. The intent of primary weight vehicle permit is to allow the hauler to have a load greater than secondary weights but not to exceed primary weights on RM roads. This bylaw does not allow for hauling during spring road restrictions or any other time the RM has restricted roads or bridges without special permission.

The Ministry of Highways and Infrastructure has established allowable weights for all highways and roads within the province. Maximum gross vehicle weight is dependent on highway classification, maximum registered gross vehicle weight for vehicles, tire size and axle spacing. The is referencing the *Saskatchewan Truckers' Guide 2019* to establish a vehicle permit.

This bylaw establishes the requirement to obtain a permit when hauling Primary weights on roads that are classified secondary within the RM of Sherwood.

Background:

Currently no person shall operate or move or cause to be operated or moved on or over, a motor vehicle at a registered gross vehicle weight greater than secondary weight on a public highway within the boundaries of the Rural Municipality of Sherwood #159, except for those roads deemed primary weight roads within the RM.

Bylaw No. 10/15 A Bylaw to Regulate the Use of Streets and Roads, repealed 01/12 a Bylaw to Regulate Weights and Road Restrictions for Vehicles Operating within the RM of Sherwood. Bylaw No. 10/15 does not include weights and restrictions; therefore, the RM currently does not have a bylaw to regulate weights.

In 2003, the Minister delegated authority to each RM to issue overweight permits for movement on roads within its respective jurisdictions. This was done by a Minister's Order and set the maximum fee to be charged for both a single trip ($25) and annual permits ($100). These maximum fees were initially intended to cover the actual costs to administer the overweight permit.

A study by the Ministry has determined that the fees charged for overweight vehicles should be increased to include both the administration fee as well as incremental maintenance and operation fees. Effective July 16, 2018 the maximum fees that an RM can charge for a permit for an overweight vehicle are as follows;

- $50.00 per single trip with the exception of spring road ban season;
- $100.00 per single trip during spring road ban season; and
- $300.00 for an annual permit

Reference *Appendix C* for existing and proposed fee schedule for the RM. This fee schedule will also apply for over dimensional permits.

Reference to Legislation, Policies or Bylaws:

Division 2 of *The Municipalities Act* - a council of a rural municipality may establish or adopt a system relating to vehicle weights or for route designation within the municipality

The Highways and Transportation Act, 1997 and The Vehicle Weight and Dimension Regulations 2010 - As it is necessary and advisable that every vehicle carrying any such goods in the

municipality shall follow the Bylaw with regards to weight restrictions, permits and designated routes for any overweight loads for all classes of vehicles.

s. 36(6) of *The Highways Transportation Act, 1997* unless the owner, driver or operator of a vehicle has obtained a permit or has entered into a written agreement that person is responsible for any damage that may be caused to the public improvement, or property.

Implications:

a) Governance

Currently if vehicles are found to be over secondary weights drivers/carriers can be charged for an overweight violation, therefore the RM may consider passing a bylaw that will provide opportunity for an operator to apply for a Primary Weight Vehicle Permit in order to increase the maximum weights to primary weights specified in The Vehicle Weight and Dimensions Regulations, 2010.

Resources:
The Highways and Transportation Act, 1997
The Vehicle Weight and Dimensions Regulations, 2010
The Municipalities Act
Saskatchewan Truckers' Guide 2019

b) Budget/Financial

Hauling primary weight on the designated roads and streets will increase the maintenance costs and have an impact on capital costs due to the shortened life span of the roads and streets. The fee collected for the primary vehicle permits may assist with the administration of issuing permits.

c) Staff Resources

Staff resources required to issue primary weight permits. Issuing primary weight permits is a time-consuming process for staff.

d) ***Business/Strategic Plan***

This bylaw is in accordance with the strategic priority of Economic Development and Growth with a goal to Develop a sustainable economic footprint to capitalize on new business opportunities and support the businesses and industries in the RM.

e) Ratepayers (Citizens/Local Businesses)

This bylaw will ensure the ratepayers that work within the SIP area are not being punished for hauling material over secondary weights and within the primary weight guidelines.

Other Discussion (Options, Benefits or Disadvantages)

Chief Administrative Officer Comments

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Submitted By:	Mike Mamona, Director Operations	
Approved By:	Pam Malach, CAO	
Date:	Feb 7, 2020	

RURAL MUNICIPALITY No. 159
BYLAW NO. 01/20

VEHICLE PERMIT BYLAW

A BYLAW TO REGULATE VEHICLE WEIGHTS WITHIN THE RURAL MUNICIPALITY OF SHERWOOD NO.159

Pursuant to Division 2 Vehicle Management 18(1) of *The Municipalities Act,* a Council may, by Bylaw, establish or adopt a system relating to vehicle weights or to route designation in the Municipality; and

Pursuant to Section 36.1 of *The Highways and Transportation Act, 1997,* the R.M. of Sherwood No. 159 has the power to issue a permit regarding overweight and over dimensional vehicles operating within the Municipality. This Bylaw refers to the weight and dimensions restrictions set out in *The Vehicle Weight and Dimension Regulations, 2010;* and

As it is necessary and advisable that every vehicle carrying any such goods in the municipality shall follow the Bylaw with regards to weight restrictions, permits and designated routes for any overweight loads for all classes of vehicles as per *The Highways and Transportation Act, 1997 and The Vehicle Weight and Dimension Regulations 2010.*

NOW THEREFORE the Council of the Rural Municipality of Sherwood No.159, in the Province of Saskatchewan, enacts as follows:

1. **Short Title**

This Bylaw may be referred to as the *Vehicle Permit Bylaw.*

2. **Definitions**

a) Definitions of words in this bylaw are defined in the Interpretations contained in *The Municipalities Act, The Highways and Transportation Act 1997* and *The Vehicle Weight and Dimension Regulations, 2010.*
b) "Administrator" means the administrator or designate of the Municipality.
c) "Registered gross vehicle weight" shall mean the gross weight specified in the certificate of registration of the vehicle issued pursuant to The Traffic Safety Act.
d) "Primary weight" load permits are restricted to non-divisible loads and some permanently mounted equipment, subject to certain conditions as per *The Highways and Transportation Act 1997* and *The Vehicle Weight and Dimension Regulations, 2010.*
e) "Farm Equipment" means equipment that is designed and intended for use in farming operations but does not include any of the following:
    i. A truck
    ii. A semi-trailer

iii. A full trailer
iv. A pony trailer
v. Farm equipment that is loaded on a truck, trailer or semi-trailer. or
vi. Farm equipment that is towing equipment other than farm equipment

The Vehicle Weight and Dimension Regulations, 2010 (definitions)

3. **Purpose**

a) To regulate the weight of vehicles, or vehicles with their loads that are using Municipal roadways.
b) To limit weights on certain roads and bridges and to limit weights during certain periods of the year, such as spring thaw.
c) To designate routes for overweight and over dimensional vehicles to follow when operating within the Municipality.

4. **Provisions**

a) Council may by resolution establish corridors or routes within the municipality which allow vehicle weights above or below Saskatchewan Municipal and or Secondary Weights.
b) For the Administrator to have the option to issue overweight permits for all vehicles wanting to haul goods which are over the Saskatchewan Secondary weights (Municipal Weights). The Guide to Saskatchewan Weights and Dimensions Regulations including the Gross Weight Chart is attached in *Appendix A.*
c) Council may exercise the option by resolution to opt in or out of the Ministry of Highways and Infrastructure Spring Road Restrictions and or by resolution set out its own timeline for Road Restrictions.
d) The Administrator may refuse to issue a permit to prohibit the operation of certain vehicles on specified roads and/or bridges if the use of a road and/or bridge by a specific vehicle and/or vehicle plus load may result in damage to the road, adjacent property or personal injury to the public.

5. **Permits**

a) No person shall operate or move or cause to be operated or moved on or over, a motor vehicle at a registered gross vehicle weight or load greater than secondary weight on a public highway within the boundaries of the Rural Municipality of Sherwood #159 **except** for those roads and streets designated as primary weight roads within the RM of Sherwood #159. *(Appendix B and including the OD route within the RM of Sherwood).*
b) No person, without a permit, shall operate a vehicle that exceeds the prescribed or ordered weight if that person intends to operate a vehicle on a public highway where the vehicle has a weight or is carrying on any axle or wheel of that vehicle, a gross weight in excess of the maximum gross weight set out in the regulations.
c) All vehicles operating within the R.M. of Sherwood No. 159 are subject to the provisions of *The Vehicle Weight and Dimension Regulations, 2010* and may require a valid R.M. of Sherwood No. 159 Vehicle Permit.

d) Notwithstanding section 5 (b) of this bylaw, the Administrator may, if satisfied that the vehicle can be operation or moved upon the public highway without damage to the highway, may issue a Primary Weight Vehicle Permit to allow the owner of the vehicle or combination of vehicles to transport primary weight applicable to the axle group loading for the unit indicated, in accordance with the *Weight and Dimension Regulations* of *The Highway and Transportation Act,1997* on all municipal roads within the municipality, except any restricted roads or bridges.
e) Permitted vehicles shall only be operated on municipal roads as designated by the Administrator.
f) A copy of the approved permit shall be carried in the vehicle and be available upon request by a Peace Officer, Designated Officer or Bylaw Enforcement Officer appointed by the R.M. of Sherwood No. 159, at any and all times.
g) Permit stickers will be issued for annual permits and must be visible in the window of the vehicle.
h) Permits are non-transferrable.
i) Payment of the permit(s) are required at the time of application. The schedule of permits and fees is attached in *Appendix C.* Permits will not be issued until receipt of full payment.
j) Annual vehicle permits are only valid for the calendar year (January 01 to December 31) they are purchased and will not be pro-rated.

6. **Exemptions**

a) Farm equipment as per *The Vehicle Weight and Dimension Regulations, 2010*

7. **Enforcement**

a) *In any case, with or without a valid vehicle permit, when there is damage to a RM road or infrastructure due to overweight or over dimension of a vehicle or load, the owner and or operator of the vehicle will be held responsible for the full costs of the repair*.
b) Any person who contravenes any provision of this Bylaw is guilty of an offence.
c) The penalty for breach of any provisions of this Bylaw shall be those set out in the General Offence and Penalty Bylaw of the Municipality.
d) The Administrator may also delegate a Designated Officer for the enforcement of this Bylaw.

8. **Coming Into Force**

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

Read a first time on the ___ day of _____.
Read a second time on the ___ day of _____.

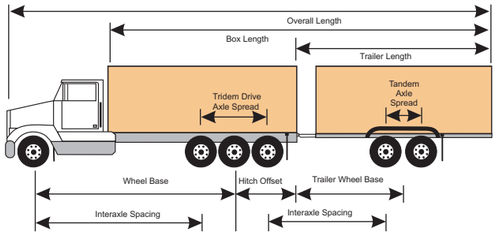
_____
Reeve

[Seal]

_____
Administrator

Read a third time and adopted
this _____ day of _____ , 20__.

_____
Administrator



Steer axle weights are subject to the tire size	Configuration				Maximum GVW Allowed
					Straight truck 3 axles
Primary	7 300	17 000			24 300
Secondary	5 500	14 500			20 000
Winter Primary	7 300	18 000			25 300
Winter (S) (M)	5 500	18 000			23 500
					Straight truck and pony trailer
Primary	7 300	17 000	17 000		41 300
Secondary	5 500	14 500	14 500		34 500
Winter Primary	7 300	18 000	18 000		43 300
Winter (S) (M)	5 500	18 000	18 000		41 500
					Straight truck and full trailer 6 axles
Primary	7 300	17 000	9 100	17 000	48 300
Secondary	5 500	14 500	8 200	14 500	42 700
Winter Primary	7 300	18 000	10 000	18 000	49 300
Winter (S) (M)	5 500	18 000	10 000	18000	47 500

NOTE: Maximum allowed weight on full trailer is restricted

					Tridem drive straight truck 4 axles
Primary	7 300	22 000			29 300
Secondary	7 300	20 000			27 300
Winter Primary	7 300	22 000			29 300
Winter (S) (M)	7 300	21 000			28 300

NOTE: See Table 1 for tridem drive axle group spreads (no pusher, tag or lift axles allowed)
Drive axle locking devices must be unlocked while operating on a public highway.

Tridem drive straight truck and tandem pony trailer

As above As above Refer to Table 3 for pony trailer weight

					Twin steer tandem drive straight truck
Primary	13 600	17 000			30 600
Secondary	11 000	14 500			25 500
Winter Primary	13 600	18 000			31 600
Winter (S) (M)	11 000	18 000			29 000
					Twin steer tandem drive straight truck and pony trailer
Primary	13 600	17 000	21 000		51 600
Secondary	11 000	14 500	20 000		45 500
Winter Primary	13 600	18 000	21 000		52 600
Winter (S) (M)	11 000	18 000	21 000		50 000
					Twin steer tandem drive straight truck and full trailer
Primary	13 600	17 000	9 100	17 000	53 500
Secondary	11 000	14 500	8 200	14 500	48 200
Winter Primary	13 600	18 000	10 000	18 000	53 500
Winter (S) (M)	11 000	18 000	10 000	18 000	53 000

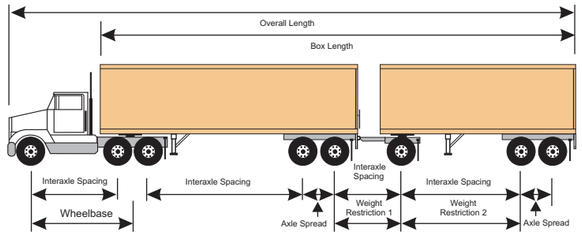
NOTE: Maximum allowed weight on a full trailer is restricted

					Tandem steer tridem drive straight truck
Primary	13 600	23 000			36 600
Secondary	11 000	20 000			31 000
Winter Primary	13 600	23 000			36 600
Winter (S) (M)	11 000	23 000			34 000

NOTE: See Table 2 tridem drive axle group spread

Tandem steer tridem drive straight truck and pony trailer

As above As above Refer to Table 3 for pony trailer weight



Steer axle weights are subject to the tire size	Configuration				Maximum GVW Allowed
					Tractor & semi-trailer 5 axles
Primary	6 000	17 000	17 000		40 000
Secondary	6 000	14 500	14 500		35 000
Winter Primary	6 000	18 000	18 000		42 000
Winter (S) (M)	6 000	18 000	18 000		42 000
					A Train 7 axles
Primary	6 000	17 000	17 000	9 100	9 100 53 500
Secondary	6 000	14 500	14 500	8 200	8 200 49 000
Winter Primary	6 000	18 000	18 000	10 000	10 000 53 500
Winter (S) (M)	6 000	18 000	18 000	10 000	10 000 53 500

NOTE: See Table 5 for minimum and maximum interaxle spacing limits. The weight on a full trailer is restricted. The rear trailer cannot exceed the weight of the lead trailer

					B Train 7 axles
Primary	6 000	17 000	17 000	17 000	57 000
Secondary	6 000	14 500	14 500	14 500	49 500
Winter Primary	6 000	18 000	18 000	18 000	60 000
Winter (M)	6 000	18 000	18 000	18 000	54 500
Winter (S)	6 000	18 000	18 000	18 000	60 000

B Train 8 axles

Primary	6 000	17 000	23 000	17 000	62 500
Secondary	6 000	14 500	20 000	14 500	54 500
Winter Primary	6 000	18 000	23 000	18 000	62 500
Winter (M)	6 000	18 000	23 000	18 000	54 500
Winter (S)	6 000	18 000	23 000	18 000	62 500

NOTE: The maximum spread on a tridem axle group is 3.1m. When operating on Provincial highways listed in Appendix-E of the regulation, the maximum allowed weight on a tridem axle group on a B train is 24 000 kg

						C Train 8 axles
Primary	6 000	17 000	17 000	9 100	17 000	60 500
Secondary	6 000	14 500	14 500	8 200	14 500	55 000
Winter Primary	6 000	18 000	18 000	10 000	18 000	60 500
Winter (S) (M)	6 000	18 000	18 000	10 000	18 000	54 500

NOTE: See Table 5 for minimum and maximum interaxle spacing limits. The weight on a full trailer is restricted. The rear trailer cannot exceed the weight of the lead trailer

					Tridem drive truck tractor semi-trailer combination
Primary	7 300	22 000	24 000		53 300
Secondary	7 300	20 000	20 000		47 300
Winter Primary	7 300	22 000	24 000		53 300
Winter (S) (M)	7 300	21 000	24 000		52 300

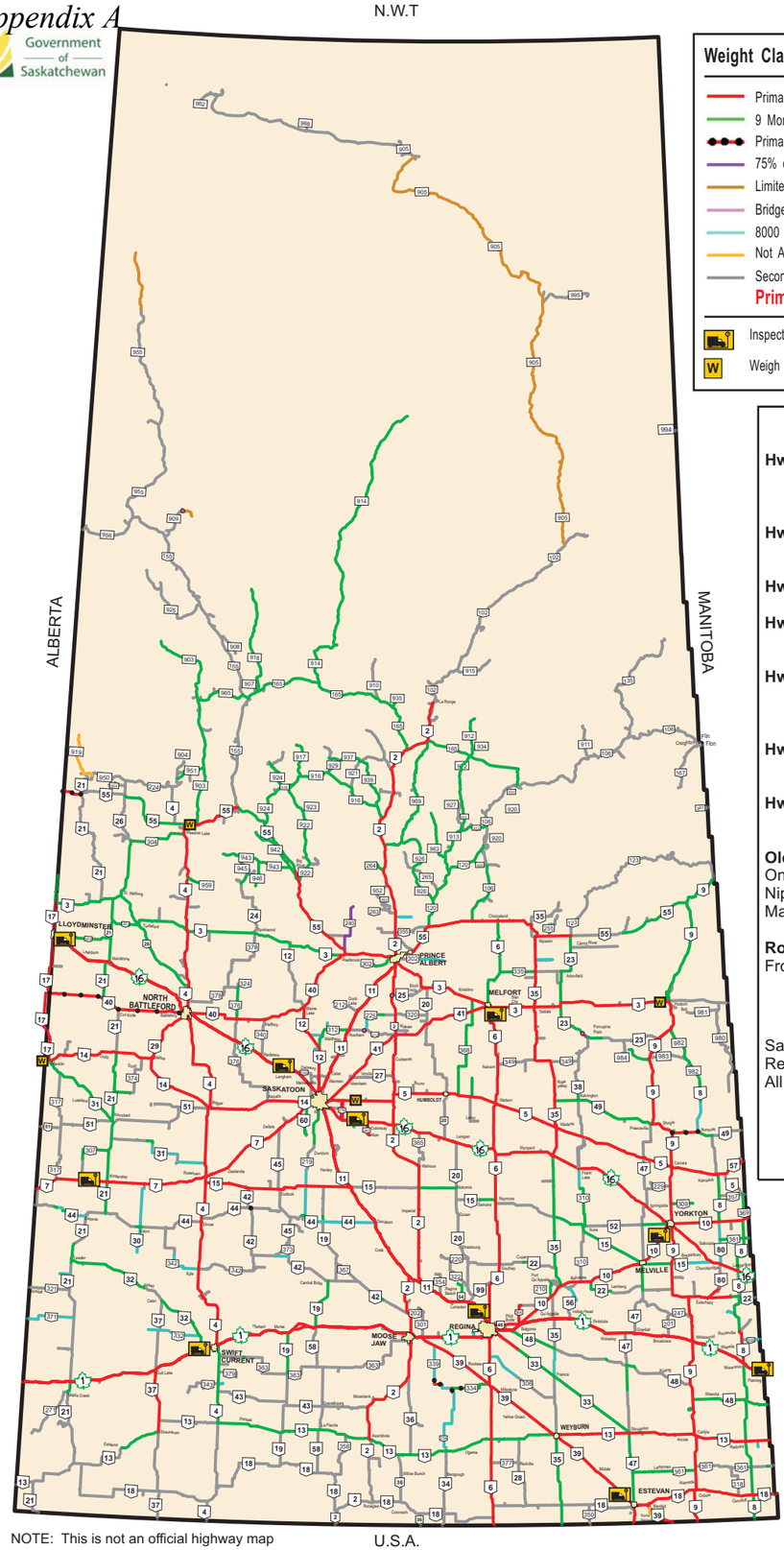
NOTE: See Table 1 & 4 for maximum weight on both tridem drive and tridem trailer axle groups depends on axle spread

Tridem drive truck tractor B train combination					
Primary	7 300	22 000	23 000	17 000	62 500
Secondary	7 300	20 000	20 000	14 500	61 800
Winter Primary	7 300	22 000	23 000	18 000	62 500
Winter (M)	7 300	21 000	23 000	18 000	61 800
Winter (S)	7 300	22 000	23 000	18 000	61 800

NOTE: See Table 1 & 4 for maximum spread on a tridem axle group, the maximum spread on a tridem group on a semi-trailer for a B-train is 3.1m. The maximum allowable weight on a tridem axle group on a B-train is 24000 kg on provincial highways or portions of provincial highways listed in Appendix E of the regulations

Appendix A

Government of Saskatchewan



NOTE: This is not an official highway map

Weight Classification

- Primary Weight
- 9 Month Primary Weight (Secondary Weight in April, May & June)
- Primary Weight by Minister's Order (15 Km rule does not apply)
- 75% of Primary Weight
- Limited G.V.W. 41,500 kg or weight shown in restrictions, whichever is lesser
- Bridge Restriction
- 8000 Kg Restriction
- Not Allowed "Winter Weights"
- Secondary Weight

Primary Weight Permit Available of Hwy 102, 905 & 915

- Inspection Station
- W Weigh Deck

BRIDGE AND HIGHWAY RESTRICTIONS

Hwy 2 The St. Louis bridge from St. Louis to 1 km N of the South Saskatchewan River - Max GVW 20 000 kg

Hwy 312 The Gabriel Dumont Bridge - Secondary Weights, No Winter Weights

Hwy 905 Max GVW 41 500 kg

Hwy 909 Turner Lake Bridge located south east of Turner Lake - Max GVW 34 500 kg

Hwy 919 From Junction Hwy 21 to North Boundary of Meadow Lake Provincial Park - No Winter Weights

Hwy 919 Bridge over the Cold River approx 20.9 kms NW of Jct Hwy 21 - No Winter Weights

Hwy 955 From South of Douglas River Bridge to North limits of Hwy 955 - Max GVW 41 500 kg

Old Nipawin Bridge
On the Prov Road between its Jct with Hwy 35 in Nipawin and its Jct with Hwy 35/55 NW of Nipawin - Max GVW 8 000 kg; No Winter Weights

Roche Percee
From Roche Percee to Jct Hwy 39 - No Winter Weights

ROAD RESTRICTION INFORMATION

Saskatoon Area	306-933-5228
Regina Area	306-787-7623
All Other Saskatchewan Areas	1-888-335-7623

FOR BRIDGE AND STRUCTURAL CLEARANCE TABLE GO TO
www.highways.gov.sk.ca/trucking

D

WIDE LOAD

LONG LOAD

OVERSIZE LOAD

Consult *"The Vehicle Weight and Dimension Regulations, 2010"* for all escort and over-dimension "**D**" - sign requirements

LEGAL DIMENSIONS

Width (Maximum)

- Any vehicle, building, or object, 2.6 m (8'6")

Mirrors may extend on each side of the vehicle an additional 30 cm (12")

Height (Maximum)

Any vehicle, building, or object, 4.15 m (13'6")

Length (Maximum)

- Truck, pony trailers or single vehicle, 12.5 m (41')
- Tandem steer tridem drive, 14 m (45'9")
- Bus or motorized RV, 14 m (45'9")
- Box length, Semi-trailer or full trailer 16.2 m (53')
- Box length A, B, or C train, 20 m (65'7")
- Box length on a truck and full trailer, 20 m (65'7")
- Tractor and semi-trailer or any other combination of vehicles, 23 m (75'5")
- Tridem Drive truck tractor semi trailer combination 23.5 m (77'1")
- Atrain, B train or C train, 26 m (85'4")
- Aerodynamic devices are not included in an overall measurement of a vehicle(s) (Maximum 61 cm)
- Front heavy duty bumpers are not included in the overall measurement of a vehicle (Maximum 30 cm)

Internal Dimensions

Maximum

- Wheelbase for a tridem drive truck tractor, 6.8 m
- Wheelbase for a single, tandem truck tractor, 6.2 m (244")
- Wheelbase for semi-trailers is 12.5 m
- Wheelbase sum of both B train trailers is 17 m (55'9")
- Tridem axle spread for a B train is 3.1 m (10'2")
- Tridem axle spread for a pony trailer is 2.5 m
- Effective overhang (including the load) for a semi-trailer is limited to 35% of its wheelbase

Effective overhang (including the load) on any truck or pony trailer is limited to 4.0 m (13'1")

- Kingpin setback (measured anywhere in an arc around the kingpin and includes the load) may not be more than 2.0 m (6'6")
- Hitch offset in an A or C train, truck or trailer towing another trailer is 1.8 m (5'11")
- Hitch offset for a tridem drive truck towing a pony trailer 2.6 m
- Track width on a semi trailer is 2.6 m

Minimum

Wheelbase of a tridem drive truck or truck tractor 6.6 m

Wheelbase for a semi-trailer, full trailer or pony trailer is 6.25 m (20'6")

- Track width for a semi-trailer 2.5 m (8'2")
- Tridem axle spread for a pony trailer is 2.4 m
- Wheelbase for a rear trailer of a B train 6.25 m (20'6")

Overdimension & Overweight Permits are available from:

The SGI Permit Office:
Open 6am - 10pm daily except Christmas Day, Boxing Day, and New Year's Day

Toll free in Saskatchewan:	1-800-667-7575
Regina and outside Saskatchewan:	306-775-6969
Fax:	306-775-6909
Email:	sgipermitoffice@sgi.sk.ca

For information on the Policies & Regulations:
Saskatchewan Ministry of Highways and Infrastructure
9th Floor, 1855 Victoria Avenue
Regina, Saskatchewan, S4P 3T2

Phone:	306-787-4801
Website:	www.highways.gov.sk.ca/trucking

Additional SGI Contact Information:
Saskatchewan Government Insurance
5104 Donnelly Crescent
Regina, Saskatchewan, S4X 4C9
Customer Service Centre (Vehicle Registration)
1-800-667-9868 or 306-775-6900
Vehicle Standard & Inspection 306-775-6188

Transportation Regulations & Policies Branch:
Telephone: 306-787-4801
Fax: 306-798-0172

Commercial Vehicle Enforcement (CVE) Branch:
Toll Free Inquiry line (in Saskatchewan): 1-866-933-5290
Telephone (Outside Saskatchewan): 306-933-5290

Partnership Programs and Services:
Telephone: 306-787-0648

HIGHWAY TRANSPORT PATROL INSPECTION STATION / PATROL OFFICE PHONE LIST

	TEL #	FAX #
Clavet	306-964-1751	306-933-8337
Estevan	306-637-4522	306-637-4523
Hudson Bay Patrol	306-865-4515	306-865-4517
Kindersley	306-463-5455	306-463-5456
Langham	306-933-6777	306-933-8337
Lloydminster	306-387-5670	306-387-5672
Meadow Lake Patrol	306-236-7595	306-236-7660
Melfort	306-752-6275	306-752-6274
Moose Jaw Patrol	306-694-3742	306-694-3780
Moosomin	306-435-4520	306-435-4521
Prince Albert Patrol	306-953-3680	306-953-3531
Regina	306-787-7480	306-798-1100
Swift Current	306-778-8314	306-778-8686
Weyburn Patrol	306-848-2446	306-848-2461
Wynyard Patrol	306-554-5459	306-554-5434
Yorkton	306-786-1366	306-786-1399

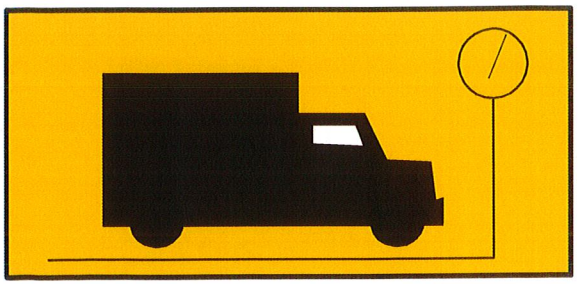
PATROL OFFICES HAVE NO WEIGH SCALES
INSPECTION STATIONS ARE AVAILABLE FOR INDUSTRY TO "SELF WEIGHT" EXCEPT WHEN THE "REPORT LIGHTS" ARE ACTIVATED AND VEHICLES ARE REPORTING.
ENFORCEMENT PERSONNEL ARE AVAILABLE BY APPOINTMENT TO PROVIDE OFFICIAL WEIGH SLIPS. REFER TO MAP FOR THE LOCATION NEAREST YOU.

Government of Saskatchewan

A Guide to Saskatchewan Weight and Dimension Regulations

2014

First Edition



A Guide to Saskatchewan Weight and Dimension Regulations

This pamphlet is published as a guide. If more details are required, please call the telephone numbers on the back of this guide.

Weight and Dimension Regulations

Under the authority of ***The Highways and Transportation Act, 1997*** maximum vehicle weight and dimension regulations are established for the following reasons:

1. Maximum gross vehicle weights are necessary for the protection of bridges.
2. Maximum weights on axles or axle groups are necessary for the protection of bridges and pavements.
3. Maximum tire weights are necessary for the protection of pavements and roadbeds.
4. Maximum dimensions are necessary for the protection of bridges, overpasses, etc. and to protect the other users of highways by allowing the safe travel of the general public.
5. Internal dimension limits are necessary to ensure that vehicles are designed to achieve desired levels of stability.

Weight Limits

For weight enforcement purposes only, all public highways are classified as follows:

Primary Highways:

The primary highways are shown on the map. Most of these are allowed primary weights year round.

Primary weights extend down the first 15 km along a secondary provincial highway or combination of secondary highways and provincial roads (Community Access Roads) from the intersection with a primary highway.

Secondary Highways:

This includes all provincial highways and provincial roads shown on the Official Road Map other than those designated as primary.

Municipal Highways:

This includes public highways other than provincial highways and provincial roads, but excludes public highways within urban limits. Generally, this includes all roads maintained by Saskatchewan's rural municipalities including the 600 and 700 series roads which are shown on the Official Road Map.

Year-Round Weight Restricted Highways:

Certain highways have maximum gross weights regardless of their classification, the vehicle configuration or the time of year. Weight restricted secondary highways are limited to 41 500 kg, unless otherwise noted.

AXLE GROUP LOADINGS

Tire loading is 10 kg per millimetre (560 lb per inch) width of tire, as stamped by the manufacturer, to a maximum of 3 000 kg (6,600 lbs) per tire and subject to axle regulation weights

Note: Wide base tires (Super Singles) allowed 3 850 kg on Primary Highways (3 000 kg on Secondary)

Table 1: Tridem Drive Axle Group Weights for Truck Tractor and Single Steer Tridem Drive Straight Trucks

Axle Spread	Primary Weight
2.7 m - 2.8 m (8'10" - 9'2")	22 000 kg
2.4 m - <2.7 m (7'8" - 8'10")	21 000 kg
Secondary/Municipal	20 000 kg
Axle group weights vary according to axle spread	

Table 2: Tridem Drive Axle Group Weights for Tandem Steer Tridem Drive Straight Trucks

Axle Spread	Primary Weight
3.0 m - 3.10 m (9'8" - 10'2")	23 000 kg
2.7 m - <3.0 m (8'10" - 9'8")	22 000 kg
2.4 m - <2.7 m (7'8" - 8'10")	21 000 kg
Secondary/Municipal	20 000 kg
Axle group weights vary according to axle spread	

Table 3: Pony Trailer Wheelbase

	Trailer Wheelbase	Max. Axle Unit Weight
Trailer with single axle:	6.25 m - 7.50 m	7 200 Kg
	> 7.50 m	7 700 Kg
Trailer with a tandem axle group:	6.25 m - 7.50 m	11 000 Kg
	> 7.50 m	12 000 Kg
Trailer with a tridem axle group:	6.25 m - 7.50 m	15 000 Kg
	> 7.50 m	16 500 Kg

Table 4: Tridem Axle Group Weights for Trailers

Axle Spread	Primary Weight
>3.6 m - 3.7 m (11'8" - 12'1")	24 000 kg
>3.0 m - 3.6 m (9'8" - 11'8")	23 000 kg
2.4 m - 3.0 m (7'8" - 9'8")	21 000 kg
Secondary/Municipal	20 000 kg
Axle group weights vary according to axle spread	

Table 5: Combination Axle Weights (Inter-axle Spacing)

Maximum allowable weight for axle units may depend on the following minimum distance requirements between axles.

- For two single axles 3.0 metres (9'10")
- For a single axle and a tandem axle group, 3.0 metres (9'10")
- For a single axle and a tridem axle group 3.0 metres
- For two tandem axle groups, 5.0 metres (16'4")
- For a tandem axle group and a tridem axle group, 5.5 m
- For two tridem axle groups, 6.0 metres (19'6")
- For a multiple axle group and a single, tandem or tridem axle group 5.5 m (18'1")
- If inter-axle spacing is less than the minimum spacing, **the combined axle weight is reduced by 500 kg for every 10 cm** less than the above listed minimum distance requirement

For tandem & tandem End Dump Trailers the following combined axle group weights apply:

- **Manufactured before January 1, 1989**

<5 m - 3.4 m	32 000 kg	35 000 kg Winter Weight
<3.4 m - 3 m	30 000 kg	

- **Manufactured on or after January 1, 1989**

<5 m - 4.5 m	32 000 kg	35 000 kg Winter Weight
<4.5 m - 3 m	30 000 kg	

Note:

For weight limits on municipal roads, contact the local urban or rural municipality office.

Winter Weight Season Exceptions

Winter weights do not apply on provincial highways and roads listed under "Winter Weights Not Allowed" on the map legend.

Exemptions:

Weight regulations do not apply to:

1. A public highway, other than a provincial highway, within an Urban Municipality, that has a population of 1 000 or more.

2. Farm equipment being operated or towed for a purpose directly related to farming.

Dimension regulations apply only on provincial highways and provincial roads.

Local bylaws may govern vehicle weights and dimensions in urban municipalities with a population of more than 1 000.

Municipal Weight Limits

Weight limits on municipal highways are the same as those for secondary highways, including the winter season; except 8 axle B trains and unless otherwise allowed by the local municipality or regulation.

Winter Weight Season:

The period from November 16th in one year up to and including March 14th in the following year, unless the Winter Weight Season is restricted by a Minister's Order during this period.

Registered Gross Vehicle Weights

Weights allowed on public highways are separate from the registered gross weight of a vehicle.

Vehicle registration relates specifically to **The Traffic Safety Act**. A heavy vehicle is usually registered to a specific weight determined by its business and the maximum weight it will generally carry. A registration fee is collected to reflect the relative damage to the highway system for operating at that registered weight. Despite gross weights allowed on a given highway, an operator cannot exceed the registered weight, which otherwise may result in a fine under **The Traffic Safety Act.**

Different classes of highways have different gross weight limits to reflect their design and the amount of pavement deterioration which can be accepted. Therefore, **no vehicle may exceed weights specified for specific highways regardless of the registered weight of the vehicle.** Exceeding any maximum allowable weight (or dimension) may result in a fine under ***The Highways and Transportation Act, 1997*** or it's regulations.

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Primary Weight Streets and Roads Within Sherwood Industiral Park

RM of SHERWOOD

MINISTRY of HIGHWAYS

December 2019

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Appendix C

R.M. of Sherwood No. 159 Vehicle Permit Fee Schedule

Permit prices set by the R.M. of Sherwood No. 159 shall not exceed the amount determined by the minister, Section 36.1(2) of *The Highways and Transportation Act, 1997.*

	2020	2021	2022
Annual (Jan 1st – Dec 31st)	$200.00	$300.00	$300.00
Single Load (Valid for three (3) consecutive days)	$50.00	$50.00	$50.00
Single Load during Spring Road Ban (Valid for three (3) consecutive days)	$100.00	$100.00	$100.00

Minister's Order dated July 16, 2018 includes prices as follows:
(Previous order issued September 10, 2003 has been rescinded)

Annual Permit $300

Single Trip $50/trip

Single Trip during Spring Road Ban $100.00/trip

Primary Permit

This permit is for all vehicles hauling more than the allowed municipal and/or secondary weights up to primary weights as shown in *Saskatchewan Weight and Dimension Regulations, 2014.*

Overweight Permit

Consideration will be given for vehicles that are registered to haul more than Primary Weight on RM roads that meet all the regulations for hauling a designated weight, according to SGI and the Saskatchewan Trucker's Guide 2019.

This will be a single load permit only and if any road damage is done due to the haul, the owner of the Company or permit holder will be responsible for the repair of the RM road.

Over Dimensional Permit

Consideration will be given for vehicles that are over dimension to travel on or over RM roads. The RM will determine the route within the RM for all over dimensional loads.