

CLARIFICATION ON THE APPLICATION OF THE 15-KM RULE

Presentation to SARM

March 16, 2017

Andrew Liu

Planning and Policy Division

Ministry of Highways and Infrastructure

BACKGROUND

- **The 15 km rule is:** the 15-km primary-weight extension allowed on secondary highways from a intersecting primary highway
- The objective of the 15-km rule: to extend primary weight access
- Inconsistent understanding of the 15-km rule
 - Partly due to more categories of highway weight
- Need to clarify application of the rule

WHERE DOES THE 15-KM RULE COME FROM?

- The VWD Regulations define a list of primary highways, and also include:
 - A maximum distance of 15 km on any secondary highway or provincial road, OR
 - A maximum cumulative distance of 15 km on any number of secondary highwaysfrom the point of intersection of the first secondary highway with a primary highway



THE 15 KM RULE CONTINUED...



- A maximum of 15 km on any provincial highway from its intersection with the boundary of any urban municipality that:
 - (i) has a population $\geq 1,000$; and
 - (ii) has its boundary intersected by a primary highway.

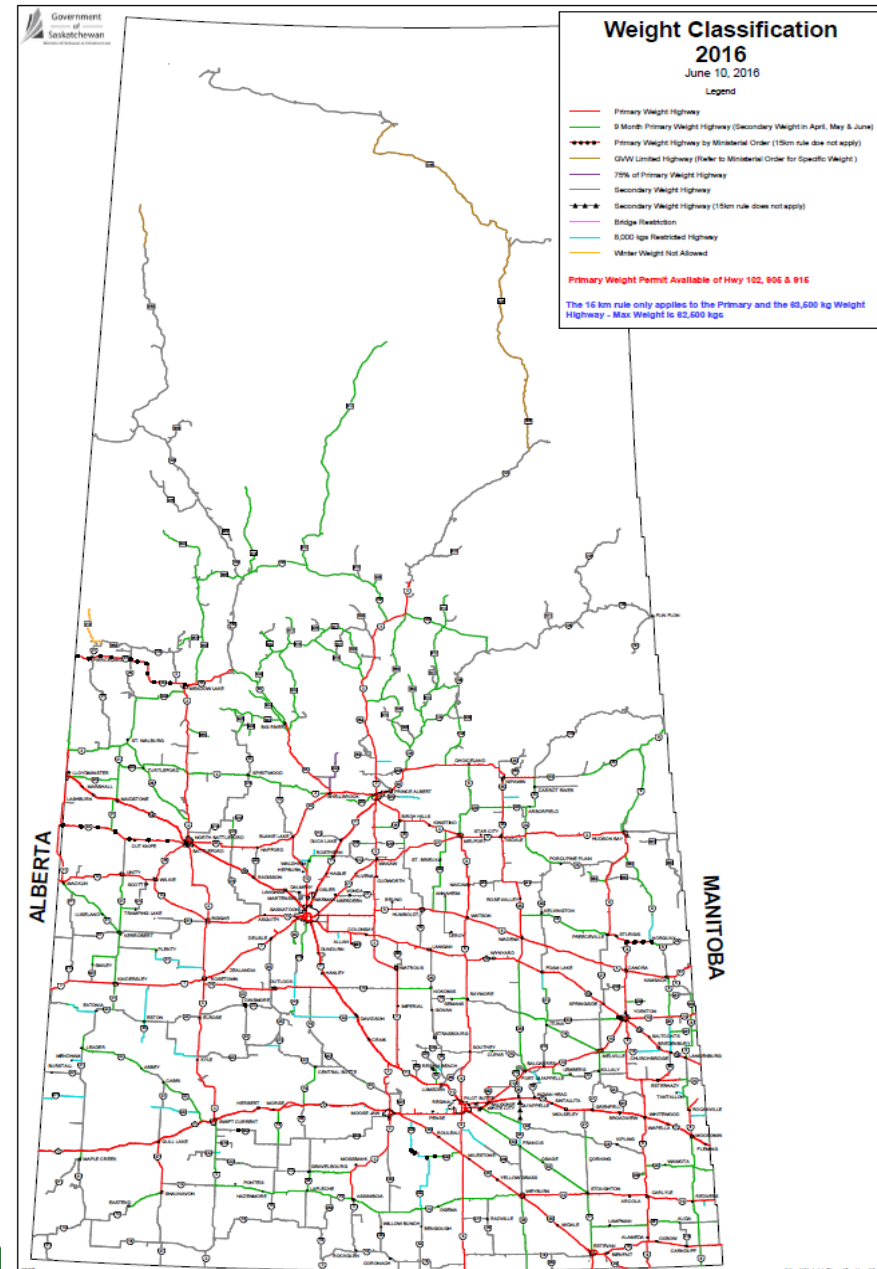
DEFINITIONS IN THE VWD REGULATIONS

- **Primary highways** - is listed in the Appendix D of the VWD Regulations 2010, allow primary weight
- **Secondary highways** – are the highways that are not listed as primary highways in the Regulations
 - Allow secondary weight

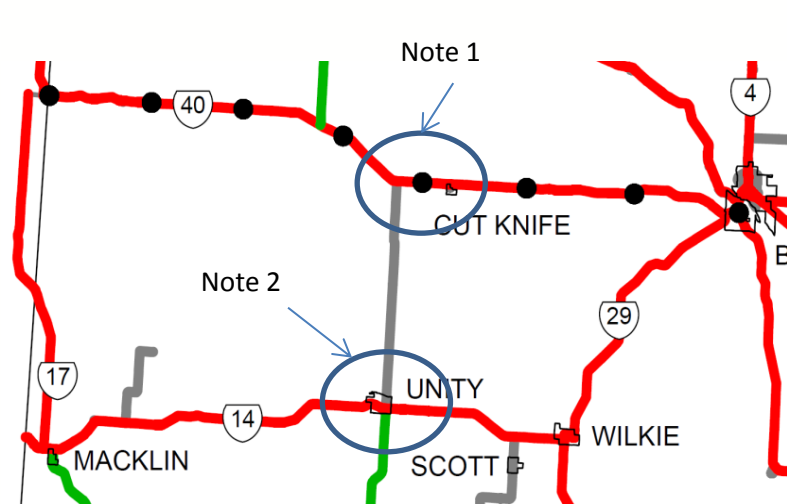
- **9-Month primary highways** – are secondary highways that has been designated to allow primary weight for 9-month of the year through Minister’s Order (back to secondary during April, May, and June)

ISSUES IN APPLYING THE 15 KM RULE

- The 15-km rule and Minister's Orders
- Issue with 9-month primary highways
- Application during Spring Ban period



ILLUSTRATIVE EXAMPLES



- Primary Weight Highway
- 9-Month Primary Weight
- Primary Weight Highway by Ministerial Order 15-km rule not apply
- Secondary Weight Highway

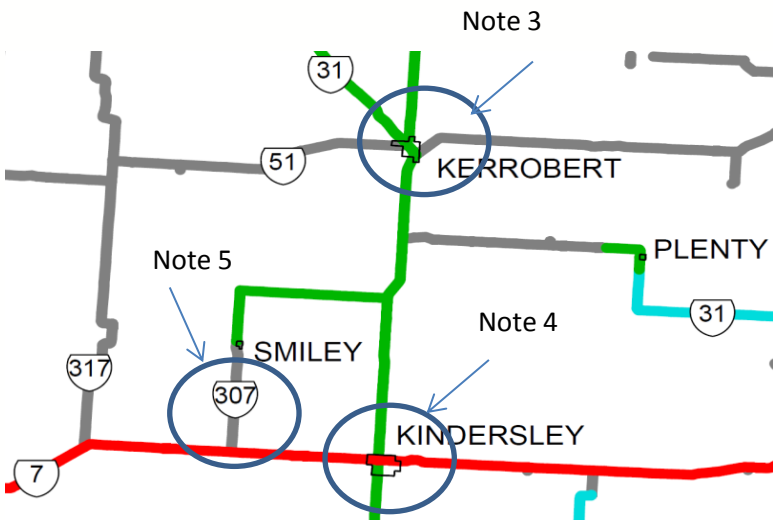
Note 1: The 15 km rule doesn't apply on secondary hwy 21 because primary hwy 40 is by a Minister's order.

Note 2: The 15km rule applies from northern corporate limit of Unity because its population is greater than 1,000. If the town's population was less than 1,000, the rule would apply from the junction of Hwy 14

Note 3: The 15 km rule doesn't apply where secondary hwy 51 connect with 9 month primary hwy 21 and 31.

Note 4: Rule applies where 9-month primary Hwy 21 intersects primary hwy 7 during April, May, and June, when hwy 21 reverts back to secondary weight.

Note 5: Common case for application of the 15-km rule. Secondary Hwy 307 allows 15-km extension starting from intersection with primary Hwy 7.



THE 15 KM RULE AND MINISTER'S ORDER

- By default, a primary highway by Minister's Order does not allow the 15-km extension
 - MHI will ensure that the orders explicitly address the applicability of the rule
- Based on assessment of road condition, a Minister's Order may take away the 15-km primary extension on a specific secondary highway allowed in the VWD Regulations

15-KM RULE AND 9-MONTH PRIMARY HIGHWAYS

- 9-month primary highways were secondary highways designated by Minister's Orders to allow primary weight for 9 months
- The 15-km rule does not apply to secondary highways intersecting 9-month primary highways
- During April, May, and June, the 15-km rule applies to all 9-month primary highways that intersect with primary highways listed in the VWD Regulations, unless restricted by a spring ban

THE 15 KM RULE AND SPRING BAN PERIOD

- Spring bans (spring road restriction) can be applied to any secondary highway, including the section within the 15-km rule
- Spring bans can be applied to any 9-month primary highway during the 3-months of non-primary weight period

COMMUNICATION

- Clarify the issue in the trucking guide
- Organizing a series of stakeholders presentations
- Clarify the issue in trucker's information on saskatchewan@ca

THANK YOU!

QUESTIONS?

saskatchewan.ca