



Government
of
Saskatchewan

MINISTER'S ORDER

No: 49 and 80-2022-WI-PILOT

**ORDER for Increasing Weight Designation on Provincial Highway No. 49
and Provincial Highway No. 80.**

Reference: Increasing weight limits on Provincial Highway No. 49 from the junction with Municipal Road 637 east to the Saskatchewan/Manitoba provincial border.

Increasing weight limits on Provincial Highway No. 80 from the junction of Provincial Highway 16 north to the junction with Provincial Highway 10.

Pursuant to section 35.1 of *The Highways and Transportation Act, 1997*, the Minister hereby Orders:

For the purpose of managing traffic on and protecting provincial highways, NOTICE IS HEREBY GIVEN that effective between 12:01 AM, November 16, 2022 and 11:59 PM, March 14, 2023 (winter weight season) unless restricted by a Minister's Order issued pursuant to *The Highways and Transportation Act, 1997*, this Order authorizes any person, vehicle or class of vehicles to operate at the weights set for primary highways by *The Vehicle Weight and Dimension Regulations, 2010*, on Provincial Highway No. 49 from the junction of Municipal Road 637 east to the Saskatchewan/Manitoba provincial border and Provincial Highway 80 from the junction with Provincial Highway 16 north to the junction with Provincial Highway 10.




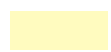
The 15 Kilometre Rule does not apply under the Order.

Tom Lees
Assistant Deputy Minister,
Operation and Maintenance Division
Saskatchewan Highways

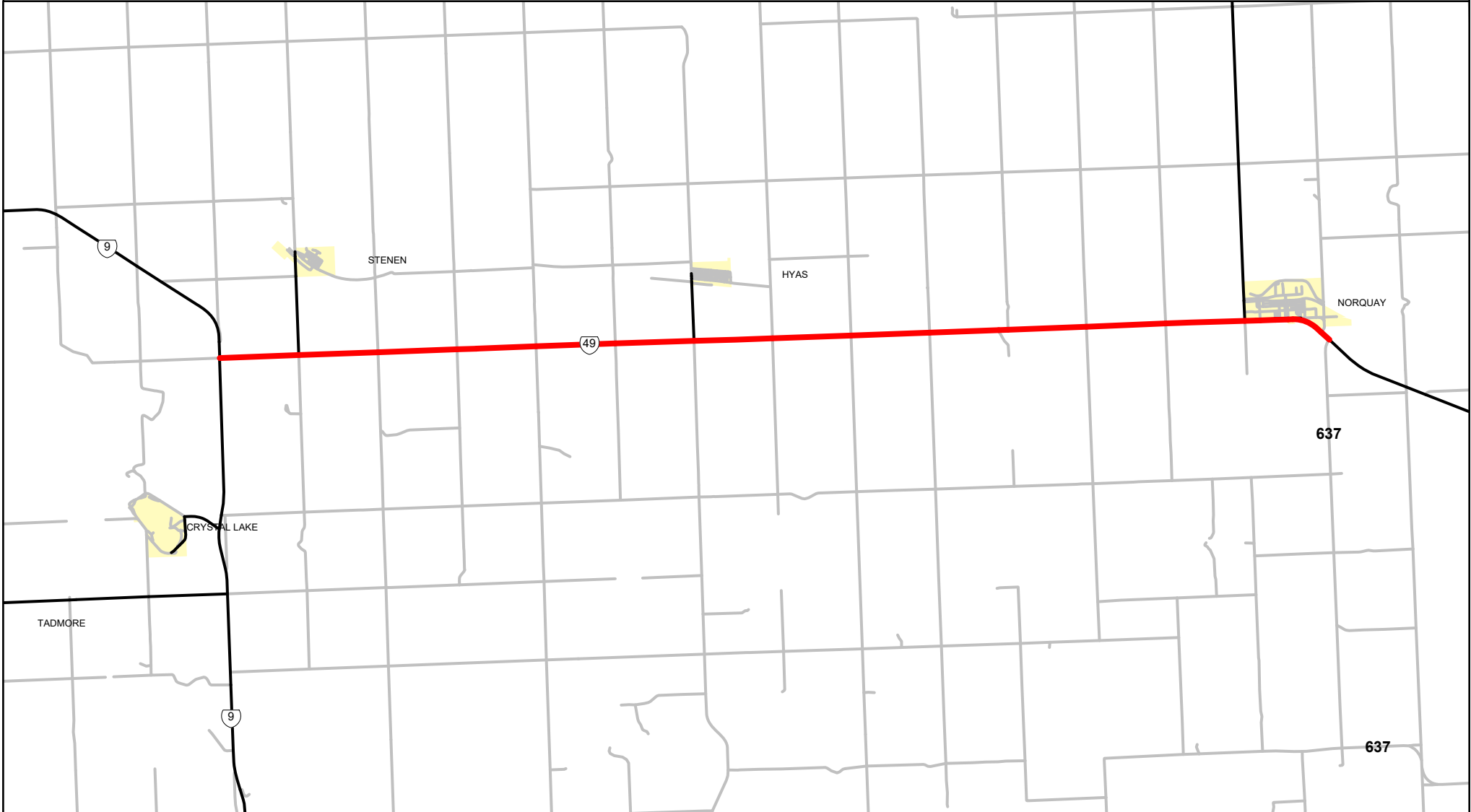
Nov. 16, 2022
Dated at Regina, Saskatchewan

Minister's Order for HWY 49 No: 49-2022-W11

Legend

-  Minister's Order
-  Saskatchewan Highway
-  Rural and Urban Road
-  Urban Boundary

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HIGHWAY 80 & 49 PILOT PROJECT TO INCREASE WEIGHT

The Ministry of Highways plans to pilot a temporary weight increase on a portion of Highway 80 and Highway 49 that would allow primary weights during the winter weight season only.

KEY FACTS

- The ministry has received numerous inquires to increase the amount of permissible weight on these highways from local stakeholders (including municipalities and the forestry industry).
- In response to these inquires the ministry is prepared to pilot a temporary weight increase on a portion of Highway 80 and Highway 49 that would allow primary weights during the winter weight season only.
- The winter weight season is typically in effect from November 16 through to March 14, however, if weather remains mild the program may be postponed because without sufficient freezing, extra weight can damage pavement and the road beneath.
- The ministry will temporarily change the weight classification of both Highway 80 and Highway 49 to primary weight through a Minister's Order.
- The ministry will plan on inspecting/reviewing the condition of the highway after the pilot to evaluate opportunities that may exist in the future on these roadways and potentially other locations across the network.

Question & Answers

Will the pilot be allowing primary winter weights?

The pilot project will be allowing these sections of highway to have primary weights during the winter season. Primary winter weights will not be allowed.

Why is the ministry changing the permissible weights during the winter weight season only?

Colder temperatures during the winter months freeze the subgrade resulting in a stronger road. As a result, more weight can be transported on provincial highways without damaging the road.

What will happen if we experience a mild winter?

If weather remains mild the program may be postponed or end earlier because without sufficient freezing extra weight can damage the pavement and the road beneath.

How will the stakeholders know the change in permissible weight has occurred?

The ministry will contact the local RMs to let them know that the weights have changed. The information will be part of the ministry's implementation of Winter Weights by regulation and posted on Saskatchewan.ca. Website - www.saskatchewan.ca/truckingweights

What will happen to the weight classification in the spring or when winter weight season ends?

The highways will return to their original weight classification.

Highway 80 between Highway 16 and Highway 10 is an 8000 kg (eight-tonne) restricted roadway.

Highway 49 between the Manitoba border and Pelly is a secondary weight roadway, Highway 49 between Pelly and Norquay is a 9-month primary weight roadway (Secondary from March 15 – June 15)

What will happen if the highway shows failures during or after the pilot due to the additional weight?

While there is a risk failures could appear, the ministry is planning to inspect the condition throughout the season to minimize this.

If incremental damage occurs, the ministry would need to work with the RMs to share in opportunities for improvement. Depending on the damage, the ministry may need to revert to a gravel surface.

When would the ministry rebuild the highway if failures occur?

The ministry does not currently have plans for capital investment on either of these highways for major construction or paving. A partnership with the local RMs may allow a project to improve the highway to move ahead sooner.

Can the previous partnership discussions begin if failure occurs?

The discussions regarding a partnership can continue, however the previously discussed cost estimates may be different depending on the road condition.

What happens if the pilot is successful?

It is currently unknown if a second year of the pilot would proceed or if permanent decisions for weight designation would occur.

One outcome may be that the current Alternate Truck Route would not be required in the winter months.

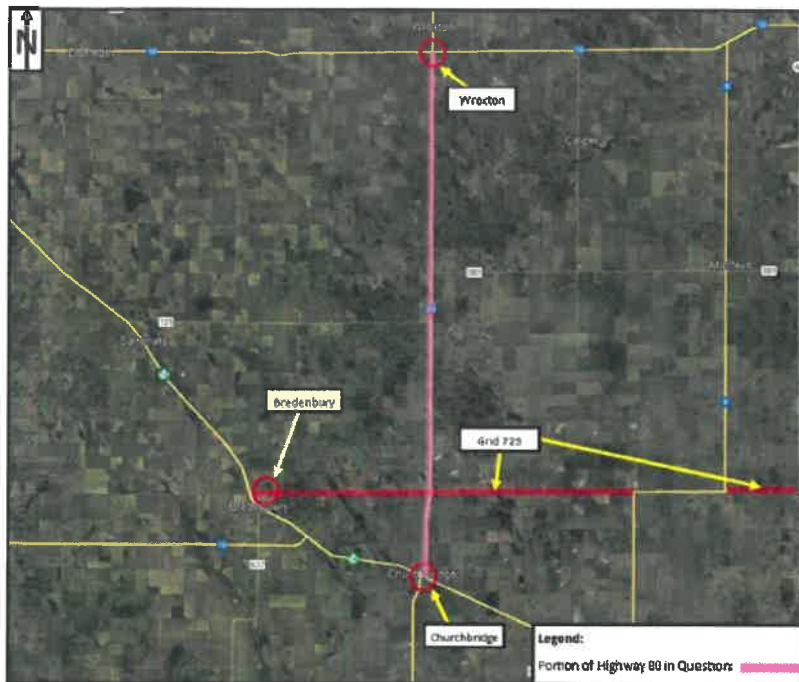


Figure 1: Highway 80 Between Highway 16 and Highway 10 (Source: Google Earth)



Figure 2: Highway 49 Between the Manitoba border and Norquay (Source: Google Earth)