

To: Mayor Christine Robinson and members of West Grey Council

Dear Council,

This letter is supported by the undersigned residents of Con 2 WGR between Grey County Rd 4 and Aberdeen settlement.

OBJECTIVE:

To obtain Council approval to enact a Heavy Truck Route By-law on Concession 2 WGR.

EXECUTIVE SUMMARY:

Residents are concerned for public safety of anyone travelling Concession 2 WGR, between Grey County Road 4 and Sideroad 18, following the re-paving of the road and the proposed replacement of the Lantz bridge. We are concerned that the 18th Sideroad from Highway 6 into Aberdeen and south on Concession 2 WGR to Grey Road 4 will become a heavy truck by-pass around the town of Durham. These roads have significant areas of hazard and are not designed to accommodate heavy trucks.

Our primary areas of concern are:

- 1) The T-Junction of the 18th Sideroad and Concession 2 WGR
- 2) Robson Hill (also known as Hydro Hill) S curves

BACKGROUND:

- 1) Aberdeen T-Junction: When travelling west on Sideroad 18 and approaching the T-junction at Concession 2 WGR, the stop sign is located at the bottom of the hill. Drivers cannot see the stop sign until they crest the hill, leaving little time to for a big rig or large vehicle to stop. Slippery winter road conditions will exacerbate this problem. With only one stop sign at this intersection, those travelling north and south through the intersection on Concession 2 WGR would be at risk. Expect the shed on the west side of the T-junction to also be a casualty.
- 2) Robson Hill (Hydro hill) S curves: From either direction on Concession 2 WGR, the approaches are blind spots into the curves.

Concern 1: Drivers cannot see what is ahead until entering the curves.

Concern 2: A tractor trailer with a 40-foot trailer cannot negotiate the turns without encroaching into oncoming traffic and cannot see oncoming traffic, pedestrians or cyclists. It is already difficult for two regular sized vehicles to navigate this section safely. Winter operations will build snowbanks, further narrowing the road and amplifying the problem.

 Another issue that must be acknowledged is the recommendation in the Triton Engineering report suggesting the strip from the Durham Ready Mix plant/Lawrence pit to County Rd 4 be paved double thickness at 100mm (4 inches) due to **'heavy truck traffic'**. However, the rest of the concession is only paved half that thickness at 50mm (2 inches). The paving on the remainder of Concession 2 WGR north of or on Sideroad 18 is not made for sustained heavy truck traffic.

RECOMMENDED SOLUTION:

Enact a heavy truck By-law like the one referenced in Appendix A, which outlines how Melancton Township has addressed a similar issue. This solution restricts heavy trucks over 11,000 kgs from using targeted roads. However, the By-law allows for exceptions, such as trucks delivering to residents, municipal equipment, milk trucks, waste handling

trucks on behalf of the municipality, emergency vehicles, trucks used in farming operations (feed, fertilizer, livestock, grain, etc.), delivery trucks for fuel.

IMPACTS:

- With this by-law, the impact would be the same as the current use of the route. However, the new double bridge will facilitate local trucks and farm equipment (as per the by-law referenced in Appendix A) that were unable to use the existing bridge.
- Since the proposed paving is only 50mm, not designed for heavy trucks, the Township will save in future needed repairs and repaving, by restricting heavy truck traffic.
- Miller has a current agreement with the Township that it cannot use Concession 2 WGR north of their laneway. In the By-law that was signed in 1994, they cannot use it unless given written permission from Council. Leaving as is keeps the cement trucks using the same route that they have used for 27 years.

The Concession 2 WGR residents are **strongly urging** Council to give serious consideration to these recommendations and not wait until the first fatality to take preventive measures.

Signed,

By every Concession 2 WGR resident from County Rd 4 to and including the settlement of Aberdeen. (55 signatures on attachment, Appendix "B")

encl. Appendix "A" Melancton By-law
Appendix "B" 55 resident signatures
Appendix "C" Miller agreement