

**INCREASED WEIGHT ON RTAC SEMI-TRAILERS WITH AN AXLE SPREAD OF 3.0 M OR MORE BUT NOT MORE THAN 3.7 M ON RTAC ROUTES SPECIFIED BELOW**

Under subsection 68(3.3), The *Highway Traffic Act (C.C.S.M. c H60)*, and subsection 28(2) of the *Vehicle Weights and Dimensions on Classes of Highways Regulation (MR 575/88)* I order that increased RTAC semi-trailer tridem axle weights on Manitoba provincial RTAC routes will be permitted as follows:

**AXLE AND GROSS VEHICLE WEIGHTS**

**“RTAC Route”** means a highway designated as an RTAC route in Schedule H of the *Vehicle Weights and Dimensions on Classes of Highways Regulation, MR 575/88*.

Despite the table in subsection 1(1) of Schedule H of the *Vehicle Weights and Dimensions on Classes of Highways Regulation, MR 575/88*, the maximum prescribed gross axle weight operated on the RTAC routes and portions of RTAC routes described below are as follows:

- a) For a tridem axle located at the rear of a semi-trailer the maximum gross axle weight is i.24,000 kg if the axle has a spread of 3.0 m to 3.7 m;

The maximum prescribed weight for a vehicle on an RTAC Route is 10 kg per millimetre of tire.

Axle weights apply to trailers equipped with either dual tires or wide-based single tires.

Highway number or other description	RTAC routes and portions of RTAC routes subject to tridem trailer axle weights
PTH 1	PTH 1 from its junction with the Manitoba-Saskatchewan border to its west junction with PTH 100
PTH 1	PTH 1 from a point 5.5 km west of its east junction with PTH 100 to its junction with the Manitoba-Ontario border (City of Winnipeg boundary to Manitoba-Ontario border)
PTH 3	PTH 3 from its junction with PTH 100 to a point 8.4 km east of that junction (PTH 100 to City of Winnipeg boundary)
PTH 7	PTH 7 from a point 1.5 km south of its junction with PTH 101 to its junction with PTH 101 (City of Winnipeg boundary to PTH 101)
PTH 10	PTH 10 from its south junction with PTH 16 to its junction with PTH 16A
PTH 12	PTH 12 from its junction with the Canada-U.S. border to its junction with PTH 1
PTH 16	PTH 16 from its junction with the Manitoba-Saskatchewan border to its junction with PTH 1
PTH 29	PTH 29 from its junction with the Canada-U.S. border to its junction with PTH 75
PTH 59	PTH 59 from its junction with PTH 100 to a point 1.4 km north of that junction (PTH 100 to City of Winnipeg boundary)
PTH 59	PTH 59 from a point 0.3 km south of its junction with PTH 101 to its junction with PTH 101 (City of Winnipeg boundary to PTH 101)

PTH 75	PTH 75 from its junction with PTH 29 to a point 4 km south of its junction with PTH 100 (PTH 29 to City of Winnipeg boundary)
PTH 100	Entire length of PTH 100
PTH 101	Entire length of PTH 101
PTH 110	Entire length of PTH 110 (Brandon Eastern Access)
PR 200	PR 200 from its west junction with PR 201 to a point 1.6 km north of that junction
PR 201	PR 201 from its junction with PTH 75 to its east junction with PR 200
PR 204	PR 204 from a point 0.78 km south of its junction with PTH 101 to a point 2.12 km north of that junction (from the City of Winnipeg boundary to the entrance of the Imperial Oil Refinery)
PR 221	PR 221 from its junction with PTH 101 to a point 6.7 km east of that junction (PTH 101 to City of Winnipeg boundary)
CentrePort Canada Way, Winnipeg and R.M. of Rosser	CentrePort Canada Way from its junction with PTH 101 to its junction with Brookside Boulevard in the City of Winnipeg
Richmond Avenue, Brandon	Richmond Avenue in the City of Brandon from its junction with 17th Street East to its junction with 65th Street East

**IMPLEMENTATION DATES**

**A. Effective September 1, 2016 – February 28, 2017**

BY ORDER

*“Original signed by”*

Ron Weatherburn  
ASSISTANT DEPUTY MINISTER  
ENGINEERING & OPERATIONS

Date September 1, 2016