



AGENDA
Public Works Committee Meeting

Tuesday, January 13, 2026

Following the Planning Committee

111 Pinehouse Drive, Saskatoon, SK

Please join my meeting from your computer, tablet or smartphone.

<https://meet.goto.com/273290781>

You can also dial in using your phone.

Access Code: 273-290-781

Canada: +1 (647) 497-9391

Get the app now and be ready when your first meeting starts:

<https://meet.goto.com/install>

Pages

1.	Call to Order	
2.	Agenda	
3.	Declaration of Conflict of Interest	
4.	Public Works Carryforward Action List No new items.	2
5.	PW 26-001 - MG30 Usage	3
6.	PW 26-002 - Road Renaming	11
7.	PW 26-003 - Spring Road Restrictions	26
8.	Adjourn	

INFRASTRUCTURE AND PUBLIC WORKS

Carryforward Action List – CURRENT

Blue is Current Update

Date Action Item/Request	Status
	<ul style="list-style-type: none"><li data-bbox="646 338 862 365">• Blue No new items

Subject

MG30 Committee Report

Recommendations

THAT the Public Works Committee recommends to Council to proceed with Option 1 of not utilizing MG30 for future applications.

Background

MG30 is a road stabilization product that contains Calcium Chloride and Magnesium Hydroxide. The product is advertised to provide dust control and base stabilization for gravel roads. Green Earth Road Spraying came as a delegation to the Public Works Committee meeting on May 6, 2024, to provide a presentation on MG30 and its benefits. Following the delegation, Council made the following motion:

“THAT Council consider the MG30 Road Soil Stabilizer from Green Earth Spraying, and: THAT the product and application expense be added for budgetary purposes.”

Discussion

Following the Committee meeting, Infrastructure and Public Works (Public Works) met with Triple S Transport/Green Earth Road Spraying to discuss the available options and costs. Green Earth Road Spraying indicated that they offer the following options:

Table 1: MG30 Options

Option	Description	Spray Rate	Mix Depth	Cost per mile (Product & Application Cost)
1	Dust Control	2 liters/m ²	Surface Only	\$15,264 (2024 Price)
2	Blade Mix	5 liters/m ²	3-4 inches	\$44,160 (2024 Price)
3	Reclamation	12 liters/m ²	8-12 inches	\$150,902 (2024 Price)

Follow-up meetings took place where Public Works asked Green Earth Road Spraying to apply the product on a test section of R.M. road at no cost to the R.M. Green Earth Road Spraying agreed to apply the product on a 300 m test section on Lutheran Road just west of Highway 12. The test section was divided into two sections where 150 m received MG30 as dust control (Option 1) and the second 150 m section received MG30 as a blade mix (Option 2). MG30 was applied on October 4, 2024, to this test section. Public Works provided a grader to grade the road prior to the application and to complete the blade mix.

Over the following months, Public Works monitored the condition of the road and noted the following observations:

- Both test sections performed similarly with no notable difference between the two different treatments.
- The product was effective until late spring/early summer of 2025. After that, the road was back to its original condition.
- The product helped with the washboard but not significantly.
- The product was effective in providing dust suppression, slightly more effective than calcium chloride, until early summer of 2025.

For context, the cost of applying calcium chloride for the R.M. in 2025 was approximately \$6,500 per mile. This represents less than half of the cost of applying MG30 as a dust suppressant. Another advertised option for MG30 is to be used for reclamation, the R.M. did not try that option due to its cost.

Green Earth Road Spraying provided a letter of recommendation from the R.M. of Big River. A copy of the letter is included as Appendix A. The letter outlines the benefits realized by the R.M. of Big River as a result of using MG30. Looking at the maintenance costs provided, it appears that substantial repairs were completed on the road in 2020, around the same time when MG30 was applied, which may have contributed to the reduced maintenance cost following 2020. Another consideration is the different subgrade conditions and that traffic volumes are significantly less within the R.M. of Big River.

Options:

1. Not utilizing MG30 for future applications.
 - a. Public Works continue utilizing Calcium Chloride for dust control.
2. Testing MG30 for dust control application only.
 - a. This can be done on a portion of road where MG30 and calcium chloride can be tested side by side for effectiveness and longevity.
3. Testing MG30 for reclamation.
 - a. This option is the most expensive option with a cost of approximately \$150,902/mile.
 - b. At this cost, the R.M. may consider applying base aggregates to the road to improve the road structure.

Administration is recommending Option 1, as we did not see the costs benefits of utilizing MG30 on R.M. roads based on the test site results.

Implications

Strategic: Testing MG30 on an R.M. road is important to determine its effectiveness. This would allow the R.M. to compare it to Calcium Chloride and other products to determine their effectiveness and the value they're providing for the cost.

2025 to 2029 R.M. of Corman Park Strategic Plan, Key Priorities: Infrastructure Renewal, Financial Accountability and Service Delivery.

Financial: The test sections were completed at the contractor's cost with no cost to the R.M., other than the grader time used to prepare the surface and blade mix the product. Depending on the option selected by Council, there maybe additional financial implications to the R.M.

Policy/Legal: N/A.

Communications: N/A.

Appendices:

Appendix A – R.M. of Big River Letter of Recommendation

Prepared by: Hayder Lateef, P.Eng. Director of Infrastructure & Public Works

Approved for Agenda by: Kerry Hilts, Chief Administrative Officer

Appendix A

R.M. of Big River Letter of Recommendation



Rural Municipality of Big River No. 555
606 1st, Street North, Box 219
Big River, SK S0J 0E0
(306) 469-2323
rm555@rmofbigriver.ca

May 16, 2025

Green Earth Road Spraying
200 7 Street East
Shellbrook, SK S0J 2E0

Subject: Letter of Recommendation – Effectiveness of MG30 in Road Stabilization and Maintenance Efficiency

To Green Earth Road Spraying,

I am writing to formally recommend the use of MG30 as a critical component in our road maintenance and stabilization program. Since its introduction into our operations in 2020, MG30 has delivered measurable and significant improvements in both the quality and durability of our road infrastructure, as well as the efficiency and cost-effectiveness of ongoing maintenance efforts.

Performance Overview:

In 2020, prior to the consistent use of MG30, road maintenance required substantial manpower and material input:

- 87.09 grader hours costing \$14,369.85
- Equipment and haulage expenditures totaling over \$99,000
- A full maintenance cost of \$266,267.44

By contrast, in the subsequent years following the strategic implementation of MG30, we observed a dramatic reduction in both grader hours and overall expenditures:

2021:

- Grader hours slightly increased to 95.74, yet overall cost dropped to \$61,783.35, thanks to the elimination of extensive hauling and material processing.

2022:

- Grader hours dropped significantly to 60, with total costs at \$54,532.00

2023:

- Grader usage declined further to just 37.85 hours, with total annual road maintenance expenses reduced to \$28,836.00

2024:

- Grader usage increase to 45 hours due to large amounts of rain in the month of June and fresh gravel, with total annual road maintenance expenses reduced to \$26,471.83.



Rural Municipality of Big River No. 555
606 1st, Street North, Box 219
Big River, SK S0J 0E0
(306) 469-2323
rm555@rmofbigriver.ca

This progressive decline in required maintenance effort and cost illustrates the long-term stabilizing effect MG30 has on road surfaces. The product has strengthened road structure, reduced dust and erosion, and minimized the need for frequent regrading and material replacement.

Key Benefits Realized:

- Over 89% reduction in total maintenance costs from 2020 to 2023
- 56% decrease in grader hours over the same period
- Fewer material deliveries and less equipment mobilization
- Improved road surface quality with fewer service disruptions

In summary, MG30 has proven to be an indispensable investment in our infrastructure maintenance strategy. Its application has helped us achieve a sustainable balance between operational efficiency, cost savings, and service quality.

I strongly recommend the continued and expanded use of MG30 for road stabilization. Should you require further technical details or wish to discuss our experience in more detail, please do not hesitate to contact Dana Kennedy at (306)469-2323.

Sincerely,

A handwritten signature in blue ink, appearing to be "Dana Kennedy".

Dana Kennedy
Chief Administrative Officer

South Stoney Road Maintenance and Clay Capping 2016-2018		
2016		Cost
Maintenance Hours (Grader) (\$165/hr)	273.23 hours	\$ 45,082.95
Clay Capping Total Cost		\$ 117,773.23
Calcium (\$7840/load)	0.75 load	\$ 5,880.00
3/4" Gravel (Load & Haul from Pit)	420 yards	\$ 3,777.90
3/4" Gravel (Load & Haul from Shop)	130 yards	\$ 557.78
3/4" Gravel (Haul to Shop)	130 yards	\$ 1,124.50
3/4" Gravel (Crushing Costs) (Kirsch Crush)	550 yards	\$ 2,568.50
Calcium Hwy 55 - Golf Course (\$7840/load)	0.33 load	\$ 2,587.20
Total 2016		\$ 179,352.06
2017		
Maintenance Hours (Grader) (\$165/hr)	244.13 hours	\$ 40,281.45
Calcium (\$8260/load)	0.75 load	\$ 6,195.00
3/4" Rock (Load, Haul & Supply)	30 yards	\$ 1,500.00
3/4" Gravel (Load & Haul from Pit)	1240 yards	\$ 11,071.95
3/4" Gravel (Crushing Costs) (Kirsch)	1240 yards	\$ 5,282.40
2" Gravel (Load & Haul from Pit)	240 yards	\$ 2,028.00
2" Gravel (Crushing Costs) (Cariboo)	240 yards	\$ 2,392.80
Calcium Hwy 55 - Golf Course (\$8260/load)	0.33 load	\$ 2,725.80
Total for 2017		\$ 71,477.40
2018		
Maintenance Hours (Grader) (\$165/hr)	276.66 hours	\$ 45,648.90
Calcium (\$8400/load)	4 loads	\$ 33,600.00
3/4" Gravel (Load & Haul from Pit)	940 yards	\$ 8,602.88
3/4" Gravel (Crushing Costs) (Blampin)	940 yards	\$ 5,395.60
2" Gravel (Load & Haul from Pit)	200 yards	\$ 1,751.20
2" Gravel (Crushing Costs) (Cariboo)	200 yards	\$ 1,994.00
Calcium Hwy 55 - Golf Course (\$8400/load)	0.33 load	\$ 2,772.00
Total for 2018		\$ 99,764.58
2019		
Maintenance Hours (Grader) (\$165/hr)	195.5	\$ 32,257.50
Calcium (\$8400/load)	4 loads	\$ 33,600.00
Mulching (1 mile)	1 mile	\$ 26,639.02
3/4" Gravel (Len's Trucking)		\$ 2,019.00
Pit Run (Len's Trucking)	200 yards	\$ 3,612.50
2" Gravel (Crushing Costs) Kirsch	190 yards	\$ 809.40
Packer (Lens Trucking)		\$ 2,490.00
Total for 2019		\$ 101,427.42

2020		
Maintenance Hours (Grader) (\$165/hr)	87.09	\$ 14,369.85
Len's Trucking Ltd. (Equipment)		\$ 20,076.40
Len's Trucking Ltd. (load & Haul 2")	4120 yrds	\$ 39,277.28
Mulching	4 miles	\$ 102,643.42
Len's Trucking Ltd. (load & Haul 3/4")	2580 yrds	\$ 25,051.80
Len's Trucking Ltd. (load & Haul / Equipment)	60 yrds	\$ 10,973.65
MG30	3.75 loads	\$ 36,736.24
Len's Trucking Ltd.	Packer, Wobbly	\$ 3,000.00
Kirsch Crush Cost 3/4" from Pit	2300 yds 3/4" @\$4.26/yd	\$ 9,798.00
Kirsch Crush Cost 2" from Pit	340 yds 2" @\$9.97/yd	\$ 3,389.80
Haul 3/4" from Shop (includes crushing, cost to haul to shop, push up stockpile)	40 yds 3/4" from Shop @ \$14.61/yd	\$ 584.40
Haul 2" from Shop (includes crushing, cost to haul to shop, push up stockpile)	20 yds 2" from Shop @ \$18.33/yd	\$ 366.60
Total for 2020		\$ 266,267.44
2021		
Maintenance Hours (Grader) (\$200/hr)	95.74 hours	\$ 19,148.00
MG30 (\$9022.05/\$9022.50/\$12376.80)	3 loads	\$ 30,421.35
3/4" Gravel (Load & Haul from Pit)	1200 yrds	\$ 12,214.00
Total for 2021		\$ 61,783.35
2022		
Maintenance Hours (Grader) (\$200/hr)	60 avg hours	\$ 12,000.00
MG30 .4900 per liter/19160 liter avg per load	4.5 loads	\$ 42,532.00
Total for 2022		\$ 54,532.00
2023		
Maintenance Hours (Grader) (\$200/hr)	37.85 hours	\$ 7,570.00
MG30 .4900 per liter/19160 liter avg per load	2.2 loads	\$ 21,266.00
1 pass down center of grid 6.2 km		
Total for 2023		\$ 28,836.00



Subject

Road Renaming to Improve Civic Addressing and Emergency Response

Recommendation

1. THAT the Public Works Committee recommends to Council to formally approve the renaming of the portions of Range Road 3061 and Township Road 352 southeast of Valley Road to WILLOW TRAIL.
2. THAT the Public Works Committee recommends to Council to formally approve the renaming of the portion of Range Road 3060A south of Township Road 352 (southeast of Valley Road) to WILLOW POINT.
3. THAT the Public Works Committee recommends to Council to formally approve the renaming of the portions of Township Road 380 and Range Road 3052 northeast of Township Road 380 to MĪSKANAW CUTOFF.
4. THAT the Public Works Committee recommends to Council to formally approve the renaming of the North-South portion of Range Road 3062 remaining after the realignment of Dalmeny Road near Highway 305 to FORTNUM ROAD.
5. THAT the Public Works Committee recommends to Council to formally approve the renaming of the East-West portion of Range Road 3062 remaining after the realignment of Dalmeny Road near Highway 305 to FORTNUM GATE.
6. THAT the Public Works Committee recommends to Council to formally approve the renaming of the portion of Range Road 3053 remaining after the realignment of Highway 305 north of Martensville to 13 MILE PLACE.
7. THAT the Public Works Committee recommends to Council to endorse the renaming of the portion of TOWNSHIP ROAD 380 extending 500 meters southwest from Cathedral Bluffs to CATHEDRAL BLUFFS ROAD.
8. THAT the Public Works Committee recommends to Council to endorse the renaming of the portion of Township Road 373 between Township Road 373 (Beam Road) and Saskatoon City Limits to 60th STREET WEST.

Background and Description

The purpose of Civic Addressing is to ensure ease of navigation to homes and residences in rural areas for emergency services. There are generally two considerations when assigning civic addresses:

- 1) Sequential and logical numbering and signing of addresses.
- 2) Appropriate naming and labelling of road names.

There are several roads in the R.M. of Corman Park that are currently difficult to navigate to due to location, duplication of road names, and/or the inability to provide clear signage. These road

names may also cause problems with addressing for future subdivisions. To address these issues Administration initiated the process of renaming these roads. In accordance with Road Name Policy, PW-52, Administration brought forward a Council report seeking endorsement for proposed road name changes. At the August 19, 2025, Council meeting, Council endorsed the new road names.

In accordance with Road Name Policy, after the initial road name endorsement, letters were sent to owners of property adjacent to the roads with endorse road name changes, seeking feedback by those who would be impacted by the changes. The next step in the process is for Council to review the feedback and to either formally approve the road name changes or to endorse new road name changes.

For most of the endorsed road names, no feedback was received (see Table 1). Administration recommends that these endorsed road names are formally approved by Council. Feedback was received for PROMINENCE CLOSE and HARWOOD ROAD name changes. Based on the feedback received, Administration is recommending new road name changes.

Table 1: Summary of feedback for endorsed road names

Endorsed Road Name	Feedback
Willow Trail	None Received
Willow Point	None Received
Miskanaw Cutoff	None Received
Fortnum Road	None Received
Fortnum Gate	None Received
13 Mile Place	None Received
Prominence Close	1 Respondent
Harwood Road	1 Respondent

PROMINENCE CLOSE

One landowner gave feedback via phone call on the endorsed PROMINENCE CLOSE name change for a portion of TOWNSHIP RD 380. This owner is one of the two owners who currently live along the road segment. They were against the road name change. They have never had issues with people and couriers navigating to their property. However, they have had issue with people mistakenly turning down their road thinking that it was the main access to the Prominence Pointe Subdivision. They also have had pressure from realtors and developers to sell their property and felt that the endorsed road name was supportive of these efforts.

Based on the feedback received, if Administration were to proceed with this road name change it is likely to create more navigation issues instead of alleviating them. A road name change still needs to occur in this area to ensure no future conflicting addresses. An alternate solution would be to extend the road name CATHEDRAL BLUFFS ROAD to the intersection of TOWNSHIP RD 380 and to add signs to better demarcate CATHEDRAL BLUFFS ROAD, TOWNSHIP RD 380 and Prominence Pointe access. A map showing the proposed change is included in Appendix B.

HARWOOD ROAD

One landowner provided feedback via email on the endorsed HARWOOD ROAD name change for a portion of TOWNSHIP RD 373. This landowner owns one of the three businesses along this portion of road. They expressed concern over the potential impacts to their business. Not only can this change impact the ability of customers to find the business but changing an address means they must update the address on all their documentation and advertising as well as with other parties, such as the bank. They asked if there would be any financial compensation for the costs that would be incurred if the road name was changed. A map showing the proposed change is included in Appendix B.

Furthermore, it was brought to our attention that they had not been well-informed about the previous road name change from 60th STREET WEST to TOWNSHIP RD 373. Also, road signs are still in place marking 60th STREET WEST. A road name change still needs to occur in this area to ensure no future conflicting addresses and to reduce confusion. An alternate solution would be to officially change the road name back to 60th STREET WEST. The HARWOOD ROAD name can be utilized for a road name in an upcoming development.

Implications

Strategic:	Road Name changes will reduce confusion and assist emergency services with navigation; it will also make future Civic Addressing in those areas easier.
	2025 to 2029 R.M. of Corman Park Strategic Plan, Key Priorities: Service Delivery.
Financial:	Costs will include supply and installation of the new Road Signs and replacement of the impacted Civic Address signs, including labour costs. There will be no direct cost to the RM as all costs will be covered by SPSA grant money.
Policy/Legal:	Approval from Council is required as per the Road Name Policy PW-053.
Communications:	Administration will seek feedback from owners who live adjacent to the road. Upon final approval of road names, impacted owners will be co-ordinated with as to the change in Civic Address.

Appendices

Appendix A – Feedback

Appendix B – Drawings

Prepared by: Lukas Smith, GIS Analyst

Reviewed by: Jennifer Krasowski, P.Eng. Senior Project Engineer

Approved by: Hayder Lateef, P.Eng. Director of Infrastructure and Public Works

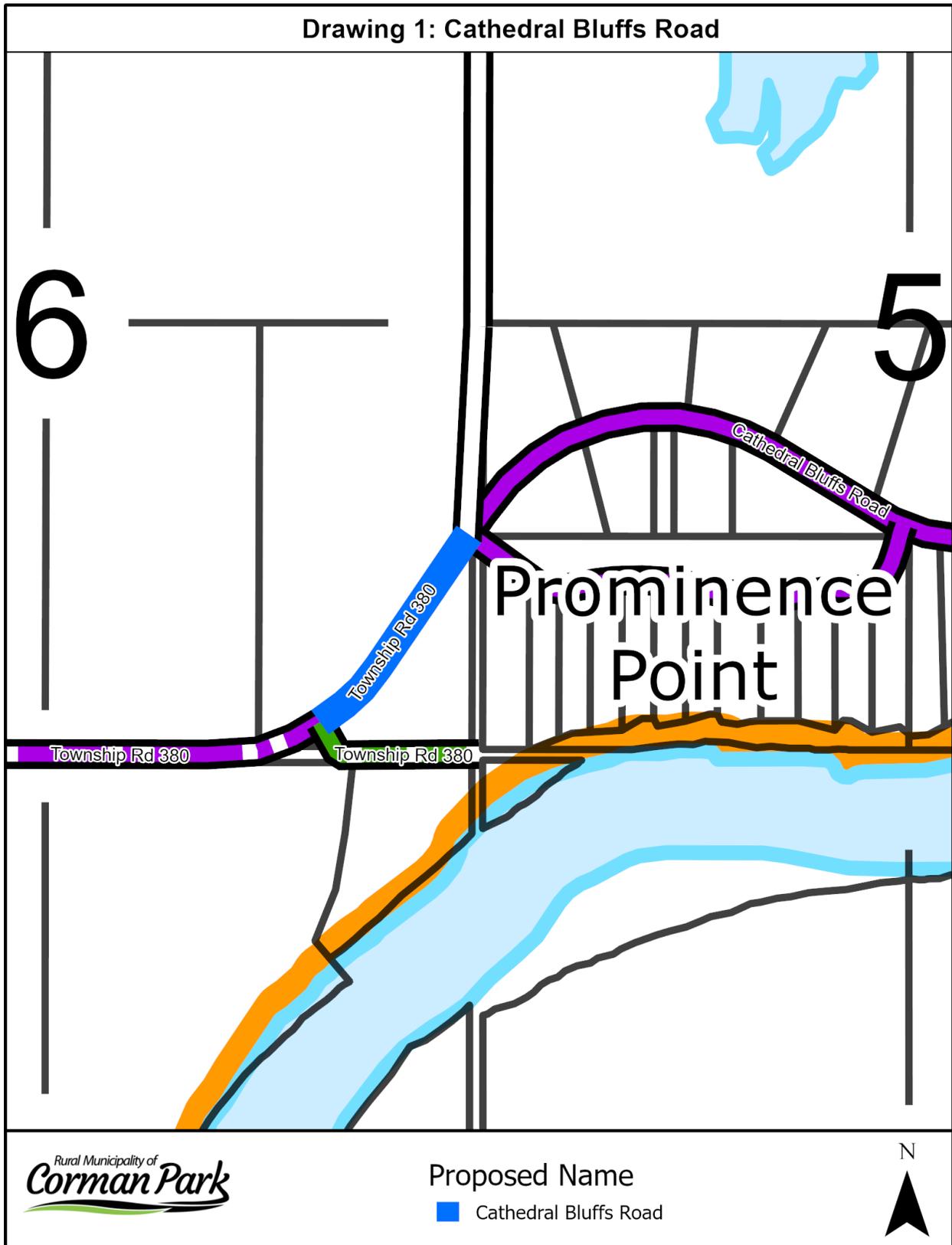
Approved for Agenda by: Kerry Hilts, Chief Administrative Officer

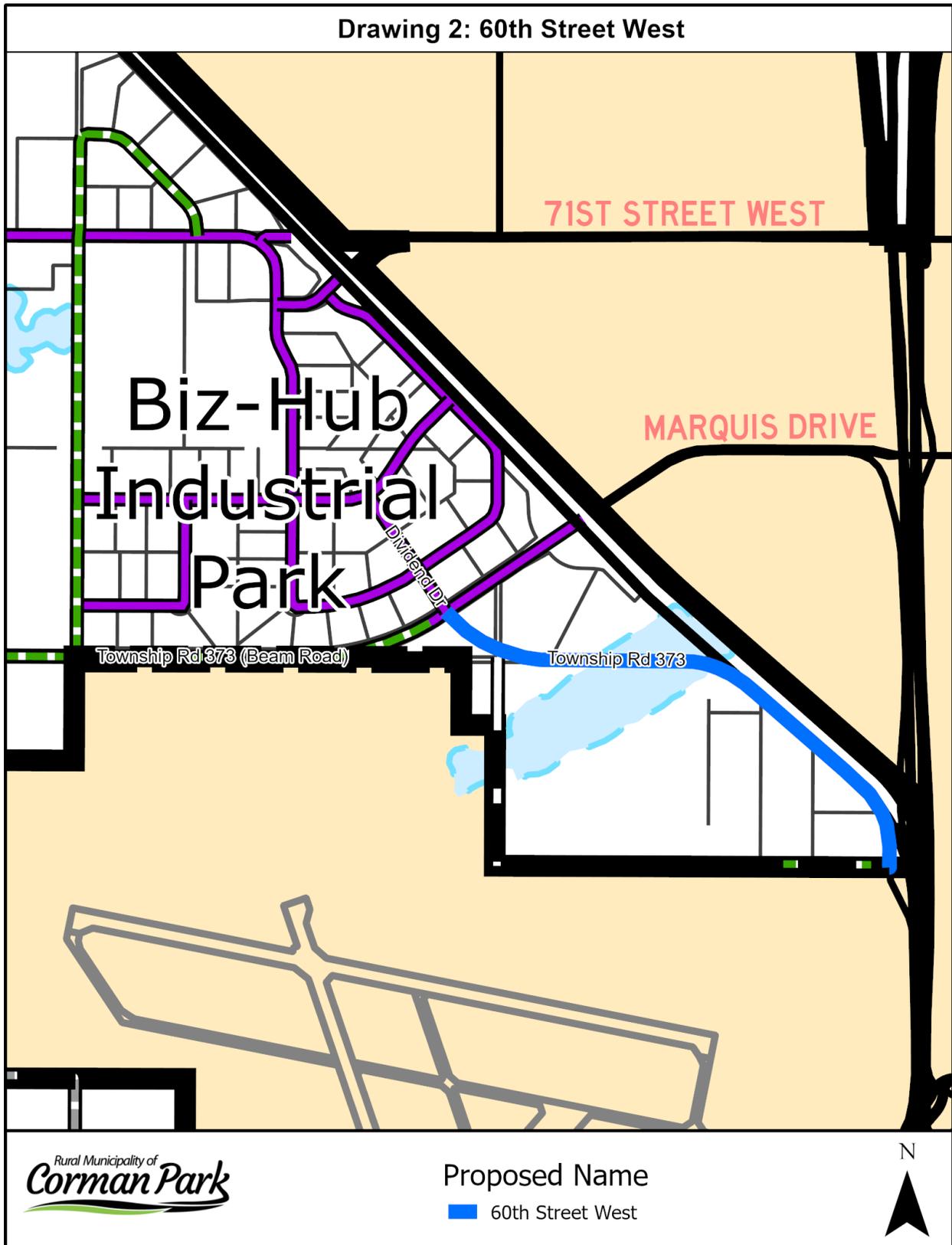
Appendix A

Feedback

Appendix B

Drawings





From: jane@allans.blue
To: [Lukas Smith](#)
Subject: Re: Clarification on Proposed Road Name Change – Township Road 373 - Allan's
Date: Tuesday, December 30, 2025 10:52:55 AM
Attachments: [image001.png](#)
[Outlook-um3t4imd.png](#)

Good Day Lukas,

Thank you for the clarification and for taking the time to explain the background of the civic addressing process. We appreciate your transparency regarding the oversight and lack of communication surrounding this matter.

From our perspective, this proposed change represents a significant and disruptive undertaking. A road name change would require us to update an extensive list of materials and systems, including but not limited to: all safety programs and regulatory documentation, business and legal documents, cheques, customer and vendor records, billing information, advertising and marketing materials, business cards, websites and online listings, and formal notifications to all customers, courier agencies, suppliers, and service providers.

When we relocated once in 2005, the cost associated with updating our address across these same areas was approximately \$15,000.00 at that time. Given inflation, expanded regulatory requirements, and the increased reliance on digital platforms today, the cost would be substantially higher now. This does not account for the operational disruption, confusion, and risk of misdirected deliveries or services during any transition period.

Additionally, it is important to note that the oversight you described appears to have been in place for a considerable period of time. All vendors, suppliers, courier services, Canada Post, customers, physical road signage, and mapping systems such as Google Maps continue to recognize and operate under 60th Street West. This raises a key concern: when the road name was reportedly changed to Township Road 373, how long has this discrepancy existed without correction or enforcement? It appears the issue only came to light when the RM revisited the matter, despite the fact that the broader public and service infrastructure has consistently relied on the existing road name.

We would also like to understand whether other companies currently operating along 60th Street West—who are likewise still using that address—have been contacted and consulted as part of this process. Given that this impacts multiple businesses, their position and the cumulative impact should be considered as well as they would be incurring the same disruptive undertaking and additional costs associated.

Given the long-standing use of 60th Street West, the absence of due process and communication at the time of the original change, and the significant financial and operational burden that a change would place on us, our position is to leave the road name as 60th Street

West. We believe this option best reflects current reality, minimizes disruption, and avoids imposing unnecessary costs resulting from an administrative oversight that was outside our control.

We appreciate you bringing our feedback forward to Council and thank you for the opportunity to clearly state our position. Please let us know if you require any further information or documentation from us as part of your report.

Lastly, for our understanding and records, could you please confirm when the road name was officially changed to Township Road 373, so we have a clearer sense of how long this matter has been overlooked?

Thank you,

Jane Polley

Allan's Landscaping & Disposal Services Ltd.

Site Address: 777 60th Street West, Saskatoon SK

Mailing Address: Site 413 P.O. Box 608 RR4, Saskatoon SK,
S7K 3J7

Work: 306-931-2604

Email: jane@allans.blue

Website: allanslandscaping.com, allansdisposalservices.com



This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee, you should not disseminate, distribute or copy this email. Please notify myself immediately by email if you have received this email by mistake and delete this email from your system.

From: Lukas Smith <lsmith@rmcormanpark.ca>

Sent: Friday, December 19, 2025 9:55 AM

To: jane@allans.blue <jane@allans.blue>

Subject: RE: Clarification on Proposed Road Name Change – Township Road 373 - Allan's

Hello,

Sorry for the delay in responding to this email. I hope the Holiday Season has been treating you well.

The implementation of Civic Addressing in Corman Park was a long process that changed hands many times during the process. Unfortunately, as a result there was some oversight in its implementation. One area of oversight was the overriding of some already entrenched addressing, and a lack of communication of road name changes. This is also why what is currently on Google Maps doesn't match what has been registered. Now that I am on the project I make edits to Google Maps and those changes usually are approved within a week. In the case of 60th Street West- I was unaware that due process was not followed for the road name change to Township Road 373, including communication and updates.

If the road name change was to be approved we would install a new sign at the intersection, and we would replace the sign indicating 60th Street West (if that's what you mean for the connecting road).

I can confirm that no fees will be charged to landowners for the road name change. As per our Road Name Policy- the party that initiates the change is responsible for the costs. This was an RM initiated change so the RM is responsible. Furthermore, the RM received a grant to be used for civic address related signage which would be used to cover sign costs.

I will be bringing a report to council in January to discuss the road name change. I will be presenting your feedback to council. For my own clarification would your position be against changing the road name? I will also present the possibility of officially changing the road name back to 60th Street West.

Best Regards,

Lukas Smith
GIS Analyst



lsmith@rmcormanpark.ca
(306) 978-6469

From: jane@allans.blue <jane@allans.blue>
Sent: Friday, November 7, 2025 4:29 PM
To: Lukas Smith <lsmith@rmcormanpark.ca>
Subject: Re: Clarification on Proposed Road Name Change – Township Road 373 - Allan's

Good Day Lukas,

Thank you for the prompt response and for providing the detailed information.

We do have a few questions and concerns regarding the details shared. We were not aware that our property was officially listed as 305426 Township Road 373. We do have the small blue civic address marker in front of the property, but other than that, we were never formally informed of this change.

Currently, all of our records, online listings, and signage reflect 60th Street West, which is also how the road appears on Google Maps and on the physical road signs. Couriers, delivery agencies, and utility companies also recognize this as our address. However, based on the information provided, it seems that the official record lists it as Township Road 373, which does not match what is publicly visible.

For that reason, we are seeking clarification, as there appears to be some miscommunication or inconsistency between what is officially registered and what is

shown on mapping systems and signage. If Google Maps updates occur within a week of a name change, it raises some concern as to why the current listing still shows 60th Street West if it has already been changed in the registry.

Regarding question 6, would there be two signs installed—one at the intersection of Township Road 373 and another for the connecting road?

For question 8, we just want to confirm that no fees will be charged to landowners for the road name change, including signage or related updates.

Lastly, we appreciate the note regarding potential compensation discussions and will await further information if that moves forward.

Thank you again for your time and clarification.

Thank you,

Jane Polley

Allan's Landscaping & Disposal Services Ltd.

Site Address: 777 60th Street West, Saskatoon SK

Mailing Address: Site 413 P.O. Box 608 RR4, Saskatoon SK,
S7K 3J7

Work: 306-931-2604

Email: jane@allans.blue

Website: allanslandscaping.com, allansdisposalservices.com



This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee, you should not disseminate, distribute or copy this email. Please notify myself immediately by email if you have received this email by mistake and delete this email from your system.

From: Lukas Smith <lsmith@rmcormanpark.ca>

Sent: Friday, November 7, 2025 3:17 PM

To: jane@allans.blue <jane@allans.blue>

Subject: RE: Clarification on Proposed Road Name Change – Township Road 373 - Allan's

Hello Jane,

Thanks for reaching out and providing your concerns. Based on what you have stated there are some things that need to be sorted out regardless. I will answer your questions the best I can:

Before I get the questions I will address the road name situation.

This was before my time at Corman Park but when Corman Park began participating in the Civic Addressing program, it was decided that many established road names would be replaced by either a Range Road name or a Township Road name. So the 60th Street West name was replaced by Township Road 373. Which is now the official road name on record. Your property was assigned the civic address- 305426 Township Rd 373. This is the address registered with the Civic Address Registry which is used by the 9-11 call centres.

Were you ever informed of this?

As for this current proposed road name change- nothing will change until feedback has been reviewed by council and they make a motion to officially change the road name. I will be bringing an item forward to council early in the new year to present the information.

1. Will our current address, 777 60th Street West, be updated, and will the street number or name change as part of this update?

As stated before your current address is technically not 777 60th Street West, which we will need to work to resolve.

2. Has Canada Post been notified of this change?

**Your official mailing address is not impacted by this change (If your mailing address on file is accurate). Your mailing address with Canada Post is currently
Site 413, Box 608, RR 4
Saskatoon SK S7K 3J7**

In most areas of Corman Park civic addresses and mailing addresses are not linked.

3. Have local authorities, utility companies, and service providers such as SaskTel (phone and internet) been informed?

No change is occurring at this time, they would not be informed until the road name change is officially passed.

4. When is the name change expected to be implemented?

This name change would be implemented in early 2026 if passed by council.

5. How soon will this update appear on Google Maps, Apple Maps, and other mapping services?

Google Maps would be updated within a week of the change being implemented. Other mapping services would take longer as they are more difficult to make changes with.

6. Will there be any signage on the highway or along the road to reflect the new name?

There would be a new sign installed at the intersection of Township Rd 373.

7. Will road maintenance be affected or improved as part of this change?

There would be no impacts to road maintenance

8. Will the road name change result in any fees for any landowners or residents on the road to pay?

There would be no fees to landowners and residents on the road to pay.

As for compensation for changes it is not something we have done in the past, but with the implementation of Civic Addressing this is a new process and something that can be discussed.

If you have any other questions or concerns, require further clarification or have alternate suggestions for the road name let me know. Either way there is more work that needs to be done due to the prior made changes.

Best Regards,

Lukas Smith

GIS Analyst



lsmith@rmcormanpark.ca

(306) 978-6469

From: jane@allans.blue <jane@allans.blue>

Sent: Friday, November 7, 2025 2:08 PM

To: Lukas Smith <lsmith@rmcormanpark.ca>

Subject: Clarification on Proposed Road Name Change – Township Road 373 - Allan's

Good Day Lukas,

I am writing on behalf of the business Allan's, which is a primary establishment located on Township Road 373, the road slated for a name change to Harwood Road. We would like clarification regarding the proposed road name change to Harwood Road from Township Road 373, as this road is currently named **60th Street West**, which was not stated on the map provided however, Beam Road was stated.

We have several questions and concerns regarding this change:

1. Will our current address, 777 60th Street West, be updated, and will the street number or name change as part of this update?
2. Has Canada Post been notified of this change?
3. Have local authorities, utility companies, and service providers such as SaskTel (phone and internet) been informed?
4. When is the name change expected to be implemented?
5. How soon will this update appear on Google Maps, Apple Maps, and other mapping services?
6. Will there be any signage on the highway or along the road to reflect the new name?
7. Will road maintenance be affected or improved as part of this change?
8. Will the road name change result in any fees for any landowners or residents on the road to pay?

This change will significantly impact our business operations, requiring updates to stationery, business cards, official documents, banking information, payment processing, social media platforms, and advertising. Some updates may involve

additional costs for professional services and staff time. Beyond the financial impact, it may cause confusion for current, past, and future customers. It also affects our online presence and advertising on Google and other search engine platforms. Will there be any consideration for compensation to cover these adjustments?

The notice we received does not include timelines for implementation or details on how this change will affect local businesses. We would greatly appreciate clarification and guidance on the above questions. I look forward to your response regarding these important points.

Thank you for your attention to this matter.

Thank you,

Jane Polley

Allan's Landscaping & Disposal Services Ltd.

Site Address: 777 60th Street West, Saskatoon SK

Mailing Address: Site 413 P.O. Box 608 RR4, Saskatoon SK,
S7K 3J7

Work: 306-931-2604

Email: jane@allans.blue

Website: allanslandscaping.com, allansdisposalservices.com



This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee, you should not disseminate, distribute or copy this email. Please notify myself immediately by email if you have received this email by mistake and delete this email from your system.



Subject

Spring Road Restrictions

Recommendations

THAT Public Works Committee recommend to Council that the use of R.M. roads by heavy vehicles be restricted to essential services only during the spring road restriction period.

Background

Each spring, the Ministry of Highways imposes road restrictions throughout the Province to protect infrastructure during the spring thaw. The timing is weather dependent but typically begins in March or April and remains in effect for up to six weeks. These restrictions generally prohibit heavy truck traffic on all R.M. roads, as well as secondary weight and 10-tonne provincial highways, to prevent excessive road damage. Primary weight highways are usually not affected by the restrictions.

The following services are provincially exempt from the restrictions, as they are considered essential services:

- Emergency vehicles,
- Ministry of Highways vehicles and municipal maintenance equipment when conducting maintenance or accessing sites on or along the restricted highway,
- SaskPower, SaskEnergy, SaskTel vehicles when accessing sites along the restricted route,
- Recreational vehicles,
- Buses,
- Farm equipment operated or towed, and/or
- Vehicles directly crossing a Provincial highway at an intersecting public highway or private road.

A copy of a Spring Road Restrictions Ministerial Order is attached as Appendix A.

Current Practice

Within the R.M., we follow the Provincial Road restrictions and the terms established by the Ministry. In addition, the R.M. exempts its own fleet and certain organizations that hold flat-fee haul permits, such as garbage and septic collection. All other Road Haul Agreements include provisions requiring that bulk hauling cease during the spring restriction period.

While bulk hauling is generally prohibited during this time, the R.M. has granted exceptions on occasion, such as allowing farmers to transport feed to livestock or to enable contractors to complete essential or time-sensitive work.

Further, single trips are generally allowed with a permit (obtained through Road Data), with the exception of roads that are identified to be in poor condition.

Discussion

Although the R.M. receives some revenue from the issuance of haul and overweight permits, any heavy-vehicle travel during the spring thaw (even a single trip) can cause substantial road damage and result in significant repair costs. For this reason, it is recommended that all non-essential heavy vehicle travel be restricted for the duration of the spring road bans. Accordingly, it is recommended that single trip permits and bulk hauling operations be limited to the following vehicles and activities:

- As per the Ministerial order:
 - Emergency vehicles,
 - Ministry of Highways vehicles and municipal maintenance equipment when conducting maintenance or accessing sites on or along the restricted highway,
 - SaskPower, SaskEnergy, SaskTel vehicles when accessing sites along the restricted route,
 - Recreational vehicles,
 - Buses,
 - Farm equipment operated or towed,
 - Vehicles directly crossing a Provincial highway at an intersecting public highway or private road,
- R.M. of Corman Park fleet,
- Garbage Collection,
- Septic Collection,
- Hauling necessary for emergent or essential services only (i.e., road washouts, construction of essential and time sensitive public infrastructure, food supply, etc.), and/or
- Situations where applying the restriction would otherwise pose a significant risk to human or animal life.

Implications

Strategic:	Restricting heavy vehicles during spring thaw aligns with the 2024–2028 Strategic Plan’s “Financial Accountability” and “Infrastructure Renewal” by protecting municipal infrastructure from damage. This approach also reduces operational risks and unplanned maintenance demands.
Financial:	While the R.M. may experience a small reduction in permit revenue, this is expected to be outweighed by significant savings resulting from reduced road damage, fewer emergency and/or unplanned repairs, and extended road service life.
Policy/Legal:	The R.M. has clear authority to impose such restrictions, and formalizing these practices ensures consistent enforcement, strengthens the

requirements within existing Road Haul Agreements, and reduces the likelihood of disputes or liability associated with overloading.

Communications: Aligning messaging with provincial communications will help minimize confusion and reinforce the R.M.'s commitment to responsible infrastructure and operation spending. Clear and timely messaging will be implemented to inform residents, haulers, and local industries of the restrictions, their timing, and the applicable exemptions. Administration will send emails to all haulers with whom we have agreements to remind them of the spring road restrictions, and an announcement will be posted on the R.M.'s website, Corman Park Police Facebook page, and included in the annual newsletter.

Appendices

Appendix A –Spring Road Restrictions Ministerial Order (Sixteenth Order 2025 – Final)

Prepared by: Jennifer Krasowski, P.Eng. Senior Project Engineer

Reviewed and Approved by: Hayder Lateef, P.Eng. Director of Infrastructure and Public Works

Approved for Agenda by: Kerry Hilts, Chief Administrative Officer



Appendix A

Spring Road Restrictions Ministerial Order (Sixteenth Order 2025 – Final)



SPRING ROAD RESTRICTIONS

Sixteenth Order 2025-FINAL

Minister's Order Pursuant to section 35(1) of "The Highways and Transportation Act, 1997"

Pursuant to section 35(1) of "The Highways and Transportation Act, 1997" it is hereby ordered that, effective as stated in this Order, **at 12:01 am, Friday May 16, 2025** until further notice, vehicles other than those exempted in Part II, section 3 (2) and 3 (5) of "The Vehicle Weight and Dimensions Regulations, 2010", shall be restricted as follows:

Steering Axle

- 10.0 kg per mm (560 pounds per inch) width of tire (manufacturer's stamped dimension) to a maximum of
- 5,500 kg on the steering axle for a truck or truck tractor equipped with a single steering axle.
- 11,000 kg on the steering axle group for a truck or truck tractor equipped with a tandem axle steering group.

Other Axles

- 6.25 kg per mm (350 pounds per inch) width of tire (manufacturer's stamped dimension) to a maximum of:
- 1,650 kg (3,638 pounds) per tire, or
- 2,630 kg per tire for axles equipped with single tires with a width of 445 mm or greater.

This order does not permit the weight on any axle, axle group or vehicle from exceeding the maximum weight prescribed in the "The Vehicle Weight and Dimension Regulations, 2010" for that axle, axle group or vehicle.

The restriction does not apply to:

- Emergency vehicles,
- Ministry of Highways vehicles and municipal maintenance equipment when conducting maintenance or accessing sites on or along the restricted highway,
- SaskPower, SaskEnergy and SaskTel vehicles when accessing sites along the restricted route,
- Recreational vehicles,
- Buses,
- Farm Equipment operated or towed,
- Vehicles directly crossing a Provincial Highway at an intersecting public highway or private road.

Please note that some provincial highways and bridges are subject to special reduced or restricted weights and some are for specific periods of the year, some for precise temperatures. A detailed description of these special restrictions is listed on the last four pages of this Order.

The following Provincial Highways **will be removed** from Spring Road Restrictions at 12:01 am Friday May 16, 2025.

Highway No. 55 - (old Hwy 55) From Jct Hwy 240 to 3 km West (Marchant Grove) **SPECIAL RESTRICTIONS** – 4.5 kg per mm (252 lbs/in) width of tire (manufacturer’s stamped dimension) on any wheel to a maximum GVW of 22,686 kg (50,000 lbs), including the steering axle.

Highway No. 240 - From Jct Hwy 55 to Prince Albert National Park **SPECIAL RESTRICTIONS** – 4.5 kg per mm (252 lbs/in) width of tire (manufacturer’s stamped dimension) on any wheel to a maximum GVW of 22,686 kg (50,000 lbs), including the steering axle.

No. 3	From Manitoba Border to Hudson Bay	No. 123	From Jct Hwy 55 to E.B. Campbell Dam
No. 4	From Jct Hwy 55 to Jct Hwy 224	No. 155	From 7.0 km North of Jct Hwy 165 to La Loche
No. 9	From Hudson Bay to Ruby Lake Access	No. 167	From Sturgeon Weir River to Creighton
No. 20	From Jct Hwy 320 to Jct Hwy 3	No. 167	From Denare Beach to Creighton
No. 24	From 11 km North of Spiritwood to Leoville	No. 255	From Jct Hwy 55 to Tobin Lake
No. 24	From Leoville to Chitek Lake	No. 302	From Weldon Ferry to 21 km East of Prince Albert (SPECIALRESTRICTION – 8,000kgs)
No. 25	From Jct Hwy 3 to Jct Hwy 2	No. 324	From Jct Hwy 378 to Mayfair
No. 26	From 14 km North of Jct Hwy 304 to South Jct of 55 and 26 south of Peerless	No. 340	From Radisson to Hafford
No. 35	From 3.8 km North of Jct Hwy 1 to Jct Hwy 10	No. 342	From Jct Hwy 42 to Jct Hwy 4
No. 35	From 3.8 km North of Jct Hwy 1 to Jct Hwy 10	No. 342	From Jct Hwy 4 to Grid 647 (north of Lacadena) (SPECIAL RESTRICTION – 8,000kgs)
No. 35	From White Fox to Roads End	No. 355	From Meath Park to Sturgeon Lake Reserve
No. 55	(old Hwy 55) From Jct Hwy 55 to 3 km West (Marchant Grove)	No. 378	From Jct Hwy 324 to Spiritwood
No. 102	From La Ronge Airport Access to 1.5 km N. of Nemeiben River Bridge	No. 908	From Jct Hwy 155 to Ile-a-la-Crosse
No. 106	From Jct Hwy 928 to Creighton	No. 953	From Jct Hwy 2 to Jct Hwy 263

The following Access Roads **will be removed** from Spring Road Restrictions at 12:01 am Friday May 16, 2025

No. 2	Imperial Access	No. 3	Valparaiso Access
No. 2	Simpson Access	No. 3	Weldon Access
No. 2	Meacham Access	No. 3	Brancepeth Access
No. 2	Dana Access	No. 3	30 Metres N of the railway crossing at Birch Hills
No. 2	Wakaw Lake Park Access	No. 3	Shell Lake Access
No. 2	Cudworth Access	No. 3	Medstead Access
No. 2	Weyakwin Access	No. 3	Monte Nebo Access
No. 2	Ramsey Bay Access	No. 3	Turtle Lake South Bay Access
No. 2	Paddockwood Access (SPECIAL RESTRICTION – 8,000kgs)	No. 4	Meadow Lake Airport – 220 meters West of Jct Hwy 4(Meadow Lake Urban Limits) to Meadow Lake Airport
No. 3	Prairie River Access	No. 5	Veregin Access
No. 3	Crooked River Access		
No. 3	Eldersley Access		

- | | | | |
|--------|-----------------------------|---------|--|
| No. 5 | Mikado Access | No. 25 | Birch Hills Access |
| No. 5 | Kuroki Access | No. 25 | Hagen Access |
| No. 5 | From Leroy to 6.45 kms West | No. 35 | Sylvania Access |
| No. 5 | St. Gregor Access | No. 35 | Ridgedale Access |
| No. 5 | Peterson Access | No. 35 | Aylsham Access (<i>SPECIAL RESTRICTION – 8,000kgs</i>) |
| No. 5 | St. Denis Access | No. 40 | Leask Access |
| No. 6 | Lac Vert Access | No. 40 | Marcelin Access |
| No. 6 | Pleasantdale Access | No. 41 | Hwy 41 North to Aberdeen |
| No. 6 | Fairy Glen Access | No. 43 | Palmer Access |
| No. 8 | Wroxton Access | No. 55 | Love Access |
| No. 9 | Dubuc Access | No. 55 | Garrick Access |
| No. 9 | Crystal Lake Access | No. 55 | Choiceland Access |
| No. 9 | Ebenezer Access | No. 55 | Snowden Access |
| No. 9 | Endeavour Access | No. 123 | Cumberland House Bridge to the Cumberland House Airport |
| No. 9 | Gorlitz Access | No. 155 | Buffalo Narrows Airport |
| No. 11 | Macdowell Access | | |
| No. 23 | Zenon Park Access | | |
| No. 23 | Weekes Access | | |

The following Rural Municipalities will be removed from Spring Road Restrictions at 12:01 am Friday May 16, 2025

- | | | | | | |
|-----|---------------|-----|-----------------|-----|----------------------|
| 331 | LIVINGSTON | 488 | TORCH RIVER | 521 | DISTRICT OF LAKELAND |
| 461 | PRINCE ALBERT | 493 | SHELLBROOK | 555 | BIG RIVER |
| 463 | DUCK LAKE | 496 | SPIRITWOOD | 561 | LOON LAKE |
| 466 | MEETING LAKE | 497 | MEDSTEAD | 588 | MEADOW LAKE |
| 467 | ROUND HILL | 498 | PARKDALE | 622 | BEAVER RIVER |
| 486 | MOOSE RANGE | 499 | MERVIN | | |
| 487 | NIPAWIN | 501 | FRENCHMAN BUTTE | | |

Signed on behalf of the Minister on this 13th day of May 2025.



Lana Eering
 Government of Saskatchewan
 Ministry of Highways
 Manager, Highway Hotline/Emergency Planning Officer

**The following section is not part of the Order but is appended as INFORMATION:
Special Weight Restrictions on Selected Provincial Highways.**

The following highways are subject to reduced weights, year round, by regulation in accordance with the *Vehicle Weight and Dimension Regulations, 2010*

Hwy	From	To	Description
955	South abutment of the Douglas River Bridge	Northern most limit of Highway 955	Maximum GVW 41 500 kg

The following BRIDGES are restricted by Minister's ORDER to a maximum gross vehicle weight of Secondary Weights year-round. Winter Weights are not allowed.

Hwy	Bridge Location Description
2	Bridge over Little Red River from Southern Bridge Abutment to Northern Bridge Abutment. Bridge is located approximately 4.4 km south of Jct. with Hwy 355 and Hwy 2 near Spruce Home. Bridge is located on East Frontage Road.
3	Bridge over Red Deer River from Eastern Bridge Abutment to Western Bridge Abutment located approximately .5km west of Erwood, Sk.
4 Metinota Access	Bridge over Jackfish Narrows from Eastern Bridge Abutment to Western Bridge Abutment. Bridge is located in access road approximately 3.1km west of the Jct. with Hwy 4. Bridge is located on access road.
312 Gabriel Dumont Bridge	Truss Bridge over South Saskatchewan River from Eastern Bridge Abutment to Western Bridge Abutment.
334	Bridge over Willow Creek from Eastern Bridge Abutment to Western Bridge Abutment. Bridge is located approximately 18.6 km east of Avonlea, sk. and the Jct. with Hwy 339 and Hwy 334.
919	Bridge over Martineau River from Southern Bridge Abutment to Northern Bridge Abutment. Bridge is located approximately 39.5km northwest of the Jct. with Hwy 21 and Hwy 950
935	Bridge over Morin River from the Southern Bridge Abutment to the Northern Bridge Abutment. Bridge is located approximately 7km north of the Jct. with Hwy 165 and Hwy 935.
955 Clearwater Truss Bridge	Truss Bridge over Clearwater River from Southern Bridge Abutment to Northern Bridge Abutment. Bridge is located approximately - 62 km north of Jct 155 and 955 to the Clearwater Bridge.
980 Elbow Lake Access	Bridge over Midnight Creek from Eastern Bridge Abutment to Western Bridge Abutment. Bridge is located approximately .3 km west of Elbow Lake, Sk.. The bridge is located on Spirit Lake/Elbow Lake access road.

The following BRIDGES are restricted by Minister's ORDER to a maximum gross vehicle weight of Primary Weights year-round. Winter Weights are not allowed.

Hwy	Bridge Location Description
2	Northbound Bridge over Hwy 1 from Southern Bridge Abutment to Northern Bridge Abutment. Bridge is located North of Moose Jaw at Jtc. with Hwy 1 and Hwy 2
2	Southbound Bridge over Hwy 1 from Southern Bridge Abutment to Northern Bridge Abutment. Bridge is located north of Moose Jaw Sk. at Jtc. with Hwy 1 and Hwy 2
6	Bridge over Barrier River Overflow from Southern Bridge Abutment to Northern Bridge Abutment. Bridge is located approximately 25.7 km south of Melfort, Sk.

The following highways are restricted by Minister's ORDER to a maximum gross vehicle weight of 8 000 kilograms year round.

Highway	From	To
1 Caron Access	Jct Hwy 1	Hamlet of Caron
1 Grand Coulee Access	Jct Hwy 1	Village of Grand Coulee
2 Eastside Service Road near Prince Albert	Jct Boundary Street East Service Rd north	Jct Township Road (approx. 2.4 kms)
4 Blumenhof Access	Jct Hwy 4 east	Blumenhof
6 Leroy Access	Jct Hwy 6	Town of Leroy
8 Tantallon Access	Jct. Hwy 8	Village of Tantallon
12 Hepburn Access	Jct. Hwy 12	Village of Hepburn
12 Waldheim Access	Jct. Hwy 12	100 meters west of the west boundary of NW 15-42-5 W3M in the town of Waldheim.
13 Bellegarde Access	Jct. Hwy 13	Bellegarde
13 Forget Access	Jct. Hwy 13	The Village of Forget
15	Jct. Hwy 16	Jct. Hwy 9
16 Bradwell Access	Jct. Hwy 16	Village of Bradwell
21 Mendham Access	Jct Hwy 21 Mendham Access	Intersection with the North-South portion of the Municipal Alternate Truck Route
30	Eston Regional Park located at the southwest corner of Section 20, Township 23, Range 20, West 3rd Meridian	The jct. of municipal Hwy located at the north-east corner of Section 34, Township 28, Range 20, West 3rd Meridian
31	Jct. Hwy 4	Herschel Access Road
31	Grid 656 at NW corner of Section 34, Township 31, Range 17, west of the 3rd Meridian	The intersection of the Plenty grid at the NW corner, Section 21, Township 32, Range 19, west of the 3rd Meridian
39 Bienfait Access	Jct Hwy 39	Jct Hwy 18 (In the Town of Bienfait)
40 David Laird Campsite Road	Jct No. Hwy 40	Jct Hwy No. 16
41 Alvena Access	Jct Hwy 41	2nd Avenue in Village of Alvena
42	Jct Hwy 42 - Keeler Service Road/Railway Ave. S.	Keeler Service Road/Railway Ave. to RM Road 643
42 (1)	Jct Hwy 373	Jct Hwy 45 in the Town of Lucky Lake

42	From its Jct with Hwy 44 (km 43.68)	its Jct with Hwy 15 (km 59.92), for a total of 16.2 km.
44(1)	<i>Jct Hwy 19</i>	<i>Junction with the Danielson Provincial Park Access located in the southeast of Section 32, Township 26, Range 6, West of the 3rd Meridian.</i>
44(1)	<i>Jct Hwy 21</i>	<i>Westerly to the Jct with the municipal road located in the NE 1/4 of Section 24, Township 26, Range 27, west of the 3rd Meridian</i>
44(1)	<i>Jct with the municipal road located at the SW 1/4 of Section 26, Township 26, Range 27, west of the 3rd Meridian</i>	<i>Jct with the municipal road located east of Section 31, Township 26, Range 27, west of the 3rd Meridian</i>
306	Riceton	Jct Hwy 6
308	Jct Hwy 8	Jct with Primary Grid 600
310	Jct of Grid 743	Jct of Hwy No. 16
312 Laird Access	Jct Hwy 312	The Village of Laird
332	7.1 km west of Jct Hwy 32	The Village of Hazlet except for that portion between the east and west Jct of Hwy 37
334	Jct Hwy 13	3.3 km south of Jct Hwy 339
339	Village of Avonlea	Jct. of Hwy 39 except for that portion from 11.4 km west of Avonlea to 21.2 km west of Avonlea
342	Jct Hwy 4	Jct of Primary Grid 647 north of Lacadena
371	Jct Hwy 21	Alberta Border

The following highways are restricted by Minister's ORDER to a maximum gross vehicle weight of 8 000 kilograms from March 1st to November 30th each year.

Hwy	From	To
302	Cecil Ferry Road at the SE corner of Section 22, Township 48, Range 24, west of the 2nd Meridian	Jct of the municipal road located at SE corner of Section 5, Township 49, Range 22, west of Second Meridian (located by the Weldon Ferry)

The following access road is restricted by Minister's ORDER to a maximum gross vehicle weight of 8 000 kilograms from March 1st to November 30th each year.

Hwy	From	To
2 Paddockwood Access	Jct Hwy 2	Grid Road intersection NE Section 23, Township 52, Range 25, W2nd Meridian

The following highway is restricted by Minister's ORDER to a maximum gross vehicle weight of 8 000 kilograms from March 15th to November 15th each year and *when the ambient temperature is above -6°C*.

Hwy	From	To
8	0.5 km North of Junction Highway 49 at Norquay	The community of Swan Plain at the south boundary of SE 27-36-1-W2M

The following Access Road is restricted by Minister's ORDER to a maximum gross vehicle weight of 8 000 kilograms from February 24 to November 15th each year and *when the ambient temperature is above -6°C*.

Hwy	From	To
35 Aylsham Access	Hwy 35 (NW corner of section 32, township 48, range 14, west of second Meridian)	Aylsham (NE corner of section 34, township 48, range 13, west of second Meridian)

The following highway is restricted by Minister's ORDER to a maximum gross vehicle weight of 75% of primary highway weights, except during winter weight season, when winter secondary weights shall apply.

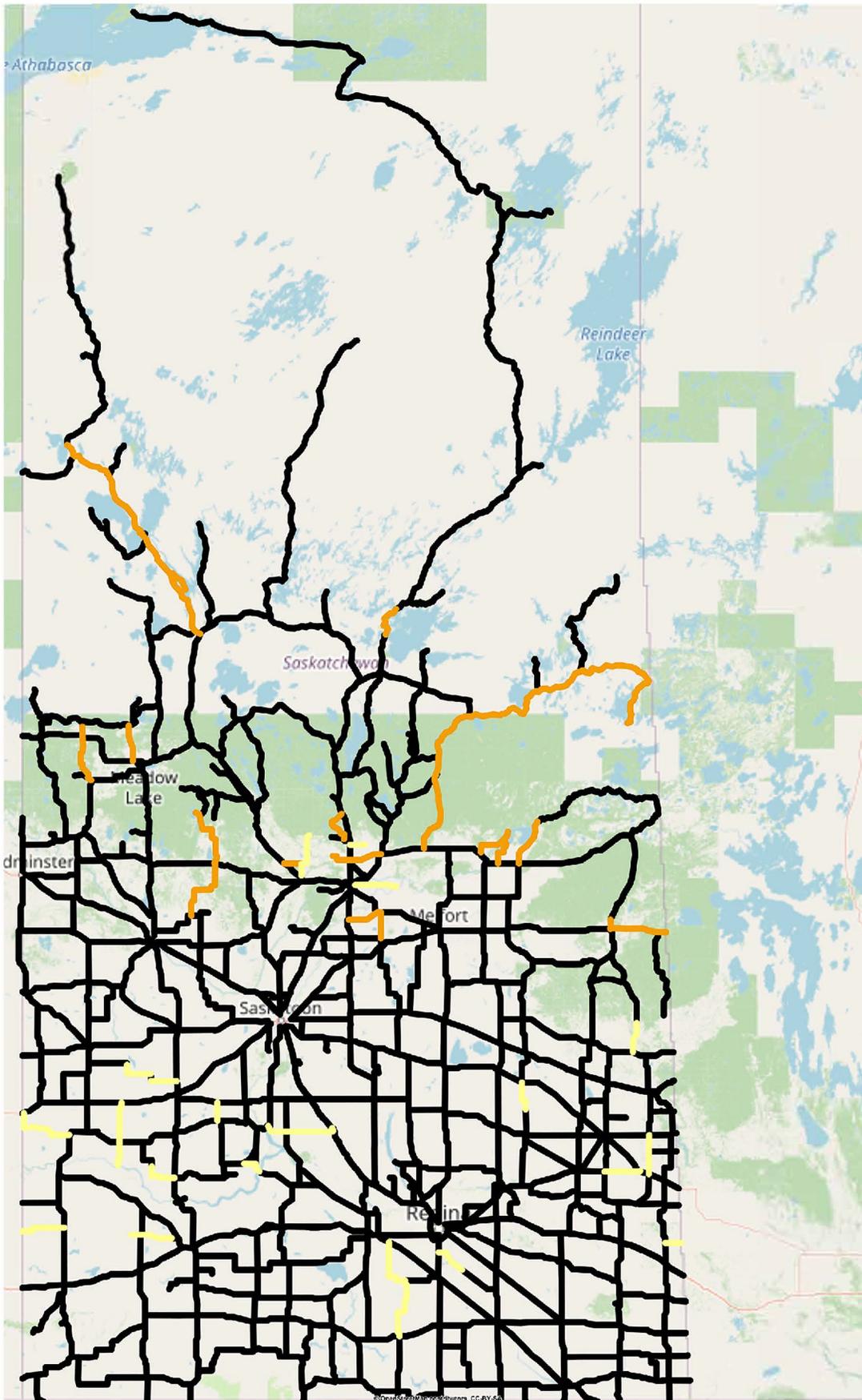
Hwy	From	To
240	Junction Highway 55	No. 240 - From Jct Hwy 55 to Prince Albert National Park SPECIAL RESTRICTIONS – 4.5 kg per mm (252 lbs/in) width of tire (manufacturer's stamped dimension) on any wheel to a maximum GVW of 22,686 kg (50,000 lbs), including the steering axle.

For detailed information on Rural Roads, call the local rural municipality or for Provincial Highway information email the Highway Hotline hotline@gov.sk.ca. The rural municipality administers and maintains the alternate haul routes. They are also responsible for issuing any overweight permits associated with the alternate haul routes.

Saskatchewan Ministry of Highways and Infrastructure provides seasonal highway restriction information on the Internet at: <http://www.saskatchewan.ca/truckingweights> under Special Weights.

Truckers can also contact the Saskatchewan Ministry of Highways, Trucking inquiry line at Toll free in Saskatchewan: 1-866-933-5290 Out of Saskatchewan: 306-933-5290 email: mhitrucking@gov.sk.ca

Saskatchewan  Spring Road Restriction Map - Future Effective May 13, 2025



Winter Weight Season

-  In Effect
-  Not In Effect
-  Future Restrictions

Spring Weight Season

-  No Restrictions
-  Restricted
-  Future Restrictions

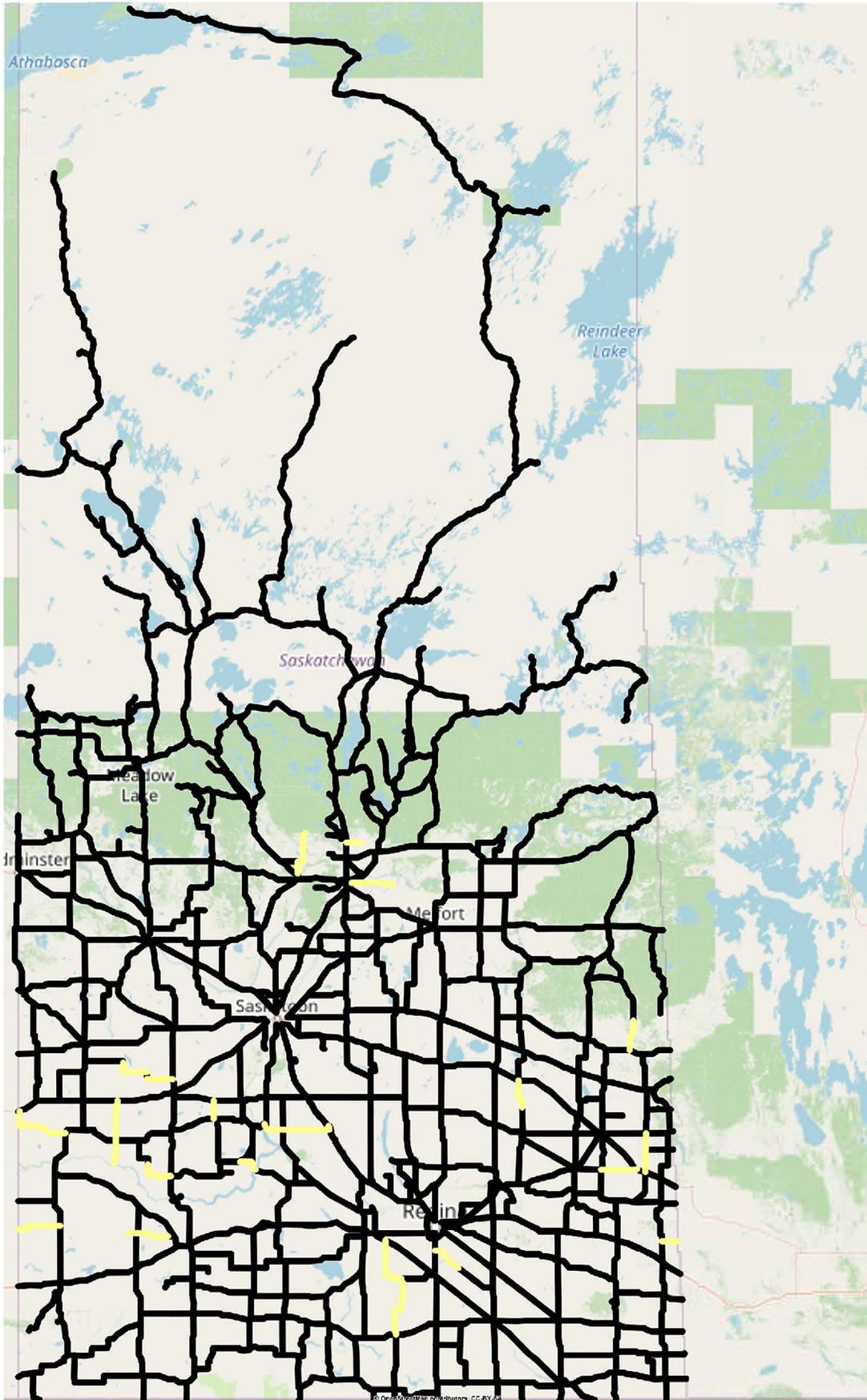
Special Weight Restrictions

-  Special Weight Restrictions

Notes



Spring Road Restriction Map Effective 12:01 am May 16, 2025



Winter Weight Season

- █ In Effect
- █ Not In Effect
- █ Future Restrictions

Spring Weight Season

- █ No Restrictions
- █ Restricted
- █ Future Restrictions

Special Weight Restrictions

- █ Special Weight Restrictions

Notes