

# Saskatchewan Municipal Best Practice



## Intergovernmental Cooperation for Primary Highway Development

### CONTACT

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### THE ISSUE

The RM of Browning No. 34, together with the RMs of Moose Creek No. 33, Benson No. 35, and Cymri No. 36 initiated this practice to provide a primary highway to service the community and industry in the area. This led to the establishment of the primary weight corridor between highways No. 47 and No. 39.

### THE NEED

Primary highways are a necessity to compete in today's economic environment and industry. The ability to accommodate primary weights would improve the economic outlook for the region.

### CREATING THE PRACTICE

To help with the design of the practice, meetings were held between the four rural municipalities and Saskatchewan Highways and Transportation. The four RMs also met with the area oil companies and had various meetings with major stakeholders.

### APPROVAL

Formal agreements between the municipalities and the provincial government were made for the construction, upgrading, and maintenance of the corridor. All agreements were reached in informal meetings.

## CONSULTATION

Apart from meeting with the provincial government, the municipalities also met with major stakeholders to get their feelings on the proposal. Stakeholders very extremely positive with the practice and joined the partnership.

## IMPLEMENTATION

To implement the practice, Councils met with Saskatchewan Highways and Transportation to make the plan. It was determined that Highway No. 361 was to be relocated. Meetings were held with oil companies (who supplied the trucks/labour to improve the roadway), and finally, the establishment of a ten month primary weight road on Highway No. 361 between Highways No. 9 and No. 47 was created. Agreements were made between the four municipalities, Saskatchewan Highways and Transportation and several oil companies to make it happen.

## RESOURCES REQUIRED

Exact amounts for required resources were not provided; please contact the municipalities for further details.

## EVALUATION

There were many benefits of initiating this practice for the entire region. Municipalities were able to allow primary weights to establish a corridor between Highways No. 47 and No. 39 to improve traffic flow for area industry and attract new industry. There was improved maintenance and traffic flow, and more opportunities for expansion and revitalization of the area. Business that require primary weights have already begun to expand into the area.

## LESSONS LEARNED

Through this process, the municipalities learned that cooperation is required to compete in the world today. This practice was beneficial to local taxpayers, all residents, tourists, and general traffic. It also resulted in an exceptional relationship between all parties and continues to evolved as the process expands.