

Trans Canada Yellowhead Highway Association
Annual General Meeting

Province: **Saskatchewan**

Resolution # 2021-02

SUBJECT: TURNING LANE ADDITION FOR DANGEROUS GOODS ROUTE

SUBMITTED BY: Town of Churchbridge and RM Churchbridge

WHEREAS, a Dangerous Goods Route has been designated as per Resolution 283/1992 for the Town of Churchbridge adjacent to Section 16, Township 22, Range 32 West of the first Meriden; and,

WHEREAS, the Dangerous Goods Route is used to divert Hazardous Substances and Waste Dangerous Goods away from the Town of Churchbridge; and,

WHEREAS, Hazardous Substances and Dangerous Goods are classified within the *Hazardous Substances and Waste Dangerous Goods Regulations*; and,

WHEREAS, the TransCanada Highway #16 at Section 16, Township 22, Range 32 West of the first Meriden, is too narrow for semi's to transport Dangerous Goods or Hazardous Substances safely; and,

WHEREAS, the TransCanada Highway #16 road possess a safety risk with no turning lane heading onto Section 16, Township 22, Range 32 West of the first Meriden with such Hazardous Substances or Dangerous Goods as the speed limit is 100 kms/hour for all vehicular traffic; and,

NOW THEREFORE BE IT RESOLVED THAT

the TransCanada Yellowhead Highway Association advocate to the Department of Highways to add a turning lane from the TransCanada Highway #16, adjacent to Section 16, Township 22, Range 32 West of the first Meriden, to ensure semi drivers delivering Dangerous Goods or Hazardous Substances are able to slow down safely and turn the corner to avoid accidents.

BACKGROUND INFORMATION REGARDING DANGEROUS GOOD ROUTE

The Town of Churchbridge and the RM of Churchbridge designated this dangerous goods route in 1992 as seen below in the photo. Both communities wanted a way for hazardous substances and dangerous goods to flow around the communities versus through the communities.

Recently, it was brought to the Town of Churchbridge Administration, that the current road located adjacent to Section 16, Township 22, Range 32, West of the first meridian is not able to accommodate semis for this purpose.

The current road does not possess a turning lane to accommodate semis with hazardous substances or dangerous goods, thus drivers are being forced to take a longer route to avoid going through the two communities. In addition, no turning lane also adds a more dangerous environment as regular vehicular traffic are going 100 miles per hour, but a truck or semi would need time to slow down. If there was to be an accident, the accident could be catastrophic for both communities.

Moved by:

Seconded by: