RM of Hoodoo
June 23, 2021 - Special Council - 08:00 AM

1 **Meeting Called To Order**

2 **Correspondance**

2.1 SARM - midterm convention

- SARM - midterm convention 1

2.2 Letter and motion from Kelly Block- M.P.

- Letter and motion from Kelly Block- M.P. 1
- Letter and motion from Kelly Block- M.P. 2

2.3 Municipal Support Program

- Municipal Support Program 1

2.4 RCMP report

- RCMP report 1

3 **9 AM Delegations**

3.1 Elizabeth Scott

3.2 Lorne Zelinski - Finning Canada

- Email Lorne Zelinski - Finning Canada 1
- Cat specs

4 **Accounts and Invoices for Payment**

5 **New and Other Business**

5.1 Speed Bumps and Rumble Strips (Schitka)

- Speed Bumps and Rumble Strips (Schitka) 1

5.2 Update - Tax Enforcement - roll 188 100

- Update - Tax Enforcement - roll 188 100 1
- Update - Tax Enforcement - roll 188 100 2

5.3 rrig funding

- rrig funding 1
- rrig funding 2

5.4 IICP Funding

- IICP Funding 1

5.5 Lucien Lake Regional Park - gravel request

- Lucien Lake Regional Park - gravel request 1

5.6 Roll 1034 - land that is owned by the RM but is listed under a ratepayers' name

- Roll 1034 - land that is owned by the RM but is listed under a ratepayers' name 1
- Roll 1034 - land that is owned by the RM but is listed under a ratepayers' name 2

5.8 Ag Health

- Ag Health 1

5.9 Dock - Bonne Madone boat launch

- Dock - Bonne Madone boat launch 1

6 Committee of the Whole- In Camera

6.1 cutouts- reeve

6.2 Employee increases- Hal

6.3 Fire agreements - insurance information - update

- Fire agreements - insurance information - update 1
- Fire agreements - insurance information - update 2
- Fire agreements - insurance information - update 3
- Fire agreements - insurance information - update 4

6.4 Fire agreements - planning - update & committee formation (in-camera??)

- Fire agreements - planning - update & committee formation (in-camera??) 1

6.5 First Point Road - Dust Control

- First Point Road - Dust Control 1
- First Point Road - Dust Control 2
- First Point Road - Dust Control 3

6.6 Road maintenance agreements-planning

- Road maintenance agreements-planning 1

7 Reconvene to Council

8 Reeve and Councillors Forum

8.1 fire during ban- Reeve Kolla

8.2 Signage on lease lots- Councillor Gabel

8.3 Councillor Cron- Balone Beach meeting

- Councillor Cron- Balone Beach meeting 1

9 Adjournment

SARM

Saskatchewan Association of Rural Municipalities

2021 SARM Midterm Convention Format Survey

*** 1. RM Name**

*** 2. RM Number**

*** 3. SARM Division Number**

- 1
- 2
- 3
- 4
- 5
- 6

*** 4. Which of the format options outlined below would your RM council prefer for the 2021 SARM Midterm Convention (scheduled for November 9-10 in Regina)?**

- Virtual Convention – Convention programming would be offered through an online platform (much like the SARM 2021 Annual Convention).
- Midterm Convention Webinar Series – Weekly webinars would be offered throughout the months of November & December. Providing members with education on a variety of topics. Some potential topics may be: Amendments to the Municipalities Act, Governance Training, and Asset Management.
- Cancellation – The SARM 2021 Midterm would be cancelled. Resolutions would be delayed until the SARM 2022 Annual Convention.
- "In Person" Convention – If gathering is permitted, a scaled back version of our normal midterm convention would be held at Evraz Place. Programing may be scaled back to one day and, depending on provincial restrictions, there may be limits placed on the number of delegates able to attend.

From: Block, Kelly - M.P. [mailto:kelly.block@parl.gc.ca]
Sent: Friday, May 28, 2021 2:34 PM
To: Block, Kelly - M.P. <kelly.block@parl.gc.ca>
Subject: *Fixed Attachment Included* National 3-Digit Suicide Prevention Hotiline

Dear Reeve and Council,

On December 11th, 2020, the House of Commons passed the following motion introduced by Conservative MP Todd Doherty, through unanimous consent, to bring a national 3-digit suicide prevention hotline to Canada:

That, given that the alarming rate of suicide in Canada constitutes a national health crisis, the House call on the government to take immediate action, in collaboration with our provinces, to establish a national suicide prevention hotline that consolidates all suicide crisis numbers into one easy to remember three-digit (988) hot- line that is accessible to all Canadians.

We're asking all municipalities across Canada to consider passing a motion similar to the one attached. In order to make 988 a reality, we must continue to put pressure on the government and the Canadian Radio-television and Telecommunications Commission (CRTC).

The past year has been a challenging year. Lives and livelihoods have been lost. We have begun to see the devastating impacts that COVID has had, through isolation, on the mental health of Canadians. The rates of suicide continue to rise. As elected officials and as leaders, and especially during this period of difficulty as a nation, Canadians are counting on all of us to make a difference.

Please consider passing this motion as soon as possible.

Sincerely,

Kelly Block, Member of Parliament
Carlton Trail - Eagle Creek

DRAFT MOTION

Support for 988 Crisis Line

WHEREAS the House of Commons has passed a motion to adopt 988, a National three-digit suicide and crisis hotline;

AND WHEREAS the ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200 per cent;

AND WHEREAS existing suicide prevention hotlines require the user to remember a 10-digit number and go through directories or be placed on hold;

AND WHEREAS in 2O22 the United States will have in place a national 98S crisis hotline;

AND WHEREAS the Council of the _____ of _____ recognizes that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

NOW THEREFORE BE lT RESOLVED THAT the _____ of _____ endorses this 988 crisis line initiative;

and that Staff be directed to send a letter indicating such support to MP Kelly Block, MP Todd Doherty, the Provincial Minister of Health, the Federal Minister of Health, and the Canadian Radio-television and Telecommunications Commission to indicate our support.

Contact information for officials and organizations named in the draft motion

Kelly Block MP
Kelly.Block@parl.gc.ca
House of Commons
Ottawa, ON K1A 0A6

Todd Doherty MP
Todd.Doherty@parl.gc.ca
House of Commons
Ottawa, ON K1A 0A6

Honourable Paul Merriman
Minister of Health for Saskatchewan
he.minister@gov.sk.ca
Room 204, Legislative Building
2405 Legislative Drive
Regina, SK, S4S 0B3

Honourable Patty Hajdu
hcminister.ministresc@canada.ca
Health Canada
Address Locator 0900C2
Ottawa, Ontario
K1A 0K9

Mr. Ian Scott, Chairperson and Chief Executive Officer
Canadian Radio-television and Telecommunications Commission (CRTC)
1 Promenade du Portage
Gatineau, Quebec
J8X 4B1
Ian.Scott@crtc.gc.ca

P.O. Box 972
Shellbrook, SK SOJ 2EO
(306) 747-3762; Fax (306) 747-2103
E-mail: nctpc1998@gmail.com

NORTH CENTRAL TRANSPORTATION PLANNING COMMITTEE

June 1, 2021

Dear Municipality:

The North Central Transportation Planning Committee (NCTPC) is committed to providing services and information to municipalities within its boundaries; recent examples of this are the OH&S Workshops, the Municipal Bridge Inventory and the Municipal Bridge Inspection Video.

The challenges and opportunities which sustainable infrastructure development presents to the province of Saskatchewan prompted the NCTPC to launch the Municipal Support Program. This program will be offered free of charge to members of the NCTPC; non-members will be charged $150/day and $0.50/km to cover mileage for the advisor to come out to your municipality.

The Municipal Support Program is geared towards assisting municipalities in the following:

- Assist municipalities with bidding on Road Building tenders
- Assist municipalities in tender opening
    - Ensure criteria are being met prior to awarding of tender
- Assist municipalities with direction in developing credible for Asset Management Plans
- Assist municipalities in locating gravel sources within your municipality
- Assist municipalities with development of gravel specifications within your municipality
- Assist municipalities with review of gravel tenders prior to posting
- Assist municipalities with road maintenance agreements
    - For one time users, concentrated hauls, new developments
- Assist municipalities with liaising between municipality and third parties
    - Contractors, government agencies, etc
- Assist municipalities with review of general tenders prior to posting
- Assist municipalities with contract agreements
- Assist municipalities with Operator Competencies
- Assist municipalities with planning road maintenance
    - Patrol cycle, gravel quantities, etc
- Assist municipalities with direction for formulating overall municipal operating plans
    - Rehabilitation of existing infrastructure, supporting development, etc.
- Assist municipalities with direction for formulating Official Community Plans
- Assist municipalities with access plans, detour plans, traffic accommodation plans
- Assist municipalities with direction for formulating emergency plans (EMO)

The NCTPC believes this is a program that will assist municipalities in meeting their obligations to their tax/rate payers and will allow for sustainable growth throughout Saskatchewan.

The NCTPC is committed to ensuring the continued prosperity of its membership and hopes that your municipality will allow the NCTPC to assist you, when necessary, through the Municipal Support Program.

The NCTPC fully realizes that the challenges faced by each municipality are unique and certain action items may not appear on the program list above, the NCTPC welcomes you to contact us at (306)747-7694 to discuss your unique situation and to determine whether the NCTPC has the capacity to assist with your inquiry.

The North Central Transportation Planning Committee believes that a comprehensive, proactive approach to municipal support is one way to ensure the publics' safety and prosperity into the future. If you would like additional information on the NCTPC Municipal Support Program or wish to register your municipality's participation in the program, please contact me at (306) 747-7694.

Sincerely,
Richard Porter

Chairperson, NCTPC

RP/al

rm401admin@sasktel.net

From: RM of Hoodoo No 401 <rm401@sasktel.net>
Sent: May 20, 2021 12:14 PM
To: Joan Corneil
Subject: FW: Wakaw Detachment - Rural Property Crime Initiative

Joan – for your attention

Fay Stewart
R.M. of Hoodoo No. 401
Ph. 306-256-3281

From: Uliski, Regan [mailto:regan.uliski@rcmp-grc.gc.ca]
Sent: Thursday, May 20, 2021 9:52 AM
To: Villageofalvena@sasktel.net; rvwakawlake@gmail.com; rm431@sasktel.net; town.cudworth@sasktel.net; town.wakaw@sasktel.net; rm401@sasktel.net; rm402@sasktel.net; rm400@sasktel.net; rm430@sasktel.net; benedictvillage@gmail.com; villageofstlouis@sasktel.net; onearrow@onearrow.ca
Subject: Wakaw Detachment - Rural Property Crime Initiative

Good day all,

Last year the most common concern we received from our elected officials when I sent our APP initiative email out is that they would like more police visibility. Based on the feedback, we tried to be more proactive in our police patrols. We found this initiative challenging based on our resources, but I believe we made noticeable improvements on police visibility from the previous year. I had Grace run the numbers on our four police vehicles and in 2020 we put 169 880 kms on our Wakaw fleet. As well as approximately 15 hours on our boat and approximately 5 hours on our snow machines. Our integrated Traffic Services Unit was also a big help with police visibility. 2,843 tickets (and also 703 written warnings/inspection tickets) were issued in our policing jurisdiction, with the majority being done by Traffic Services. (Based out of Naicam, Saskatoon, and Prince Albert.)

This year the most common concern brought to us was rural property crime. I have assigned Cst. Colleen Bratus with expanding last year's APP initiative on rural property crime. With the initiative, I would like your feedback on how we could approach this. The goal is to add your suggestions to our plans to find better ways to use our resources effectively and efficiently.

We want to expand the education side of our approach to rural property crime, while maintaining proactive patrols. The reason for expanding the education side is based on past results. In the 169 880 kms we have traveled during 2020 we have come across zero people actively committing a rural property crime. With an area as large as the one we police and with as many roads that we have the mathematical odds of us coming across an active rural property crime and catching them in the act is extremely low. However, we have laid criminal charges by other

means. We solved those crimes from pictures from hidden trail cams, from source intel, from witness information, and from matching serial and VIN numbers to offenders.

With your suggestions, an expanded education campaign, and our continued patrols, we will continue to fight rural property crime.

Please see Cst. Bratus' email below. If you can think of anything to add to it we would love to hear your ideas.

Sgt. Regan Uliski
Wakaw Detachment

Hello All,

In keeping with our APP initiatives, we are expanding our focus on rural property crime. We would appreciate your personal insights as to what could help prevent crime on rural properties. If there is something that you know of that would help us prevent crime in your area, please let us know.

We will be continuing to extensively patrol the rural areas and back roads, checking suspicious vehicles but we always recommend the following preventative measures be taken as well:

- Having lights in yards
- Security cameras / trail cams / driveway alarms etc
- Locking vehicles, placing hitch locks on trailers and locks on fuel tanks. (Almost all stolen vehicles are left unlocked with the keys in them)
- Most importantly keeping photographs and serial numbers of any items of value on your property. Having a serial number or identifiable feature allows us to enter that item as stolen on CPIC, allowing it to be associated and returned to you if it is recovered.

Thank you,

Cst. Colleen BRATUS
Wakaw RCMP
colleen.bratus@rcmp-grc.gc.ca

T. 306-233-5810
F 306-233-5812

rm401admin@sasktel.net

From: Lorne Zelinski <Lorne.Zelinski@finning.com>
Sent: June 9, 2021 10:49 AM
To: RM401admin@sasktel.net
Cc: rm401@sasktel.net
Subject: NEW CAT MODEL 150 Motor Grader Quote from FINNING CANADA
Attachments: 140-150-160 Specalog AEHQ7144-04.pdf; RM401 CAT 150 AWD MG QUOTE JN 09 2021.rtf

Dear Joan & Council Members:

I have attached a Quote for a New – Factory Order Caterpillar Model 150 – All Wheel Drive Motor Grader for your consideration. This New CAT 150 Model is slightly larger and more powerful than your existing 140M AWD graders.

I am supplying this quote now to take advantage of existing Caterpillar Programs which will expire at the end of June. This program includes a Fluid Filter & Oil Analysis KIT for 7,500 hours of grader usage.
This program has a value to your RM of $6,500!

I am also quoting this Factory Order Machine to you now to take advantage of limited supply of New Cat Motor Graders in 2021.
My proposal is based on you using your existing 2013 140M AWD trade until November of this year.

Please review the attached quote and contact me to discuss in detail.

Thank You
Lorne Zelinski
FINNING CANADA

306-229-2289

140/150/160
Motor Graders

	140/140 AWD		150/150 AWD		160/160 AWD	
Engine Model	Cat® C9.3		Cat C9.3		Cat C9.3	
Base Power (1st gear) – Net	133 kW	179 hp	149 kW	200 hp	165 kW	221 hp
Base Power (1st gear) – Net (Metric)		181 hp		202 hp		224 hp
VHP Plus Range – Net	133-172 kW	179-231 hp	149-188 kW	200-252 hp	165-203 kW	221-272 hp
VHP Plus Range – Net (Metric)		181-234 hp		202-255 hp		224-276 hp
AWD Range – Net	141-188 kW	189-252 hp	156-203 kW	210-272 hp	172-219 kW	231-293 hp
AWD Range – Net (Metric)		192-255 hp		213-276 hp		234-298 hp
Moldboard – Blade Width	3.7 m	12 ft	3.7 m	12 ft	4.2 m	14 ft
Operating Weight, Typically Equipped	19 344 kg	42,647 lb	19 935 kg	43,950 lb	20 660 kg	45,547 lb
Operating Weight, Typically Equipped AWD	20 236 kg	44,614 lb	20 827 kg	45,917 lb	21 552 kg	47,514 lb

Features

Emissions Reduction
Cat emissions reduction technology is designed to be transparent to the operator and meets U.S. EPA Tier 4 Final/EU Stage V standards.

Operator Comfort
Industry leading cab and intuitive joystick controls give you unmatched comfort and visibility. New seat offers you heated/ventilated options.

Ease of Service
Drawbar-Circle-Moldboard features make it easy to maintain factory tightness for better grading results. New engine enclosure lights make service more convenient in low light.

Efficient Performance
New Economy Mode helps you save fuel – up to 10 percent.

Integrated Technologies
Cat Connect makes smart use of technology and services to help you monitor, manage and enhance job site operations.

Safety
Features like Operator Not Present monitoring, hydraulic lockout and redundant steering and braking systems help you meet your safety goals.

Contents

The 140/150/160 Motor Graders bring the latest emissions reduction technology to the most durable, productive and comfortable motor graders on the market. From building roads to maintaining them, motor graders are designed to help you get more work done in less time. Outstanding durability, unprecedented operator comfort and ease of service help to maximize your return on investment. The 140/150/160 Motor Graders meet U.S. EPA Tier 4 Final/EU Stage V standards.

Operator Station

Comfort, productivity, advanced technology

Visibility

Good visibility is key to your safety and efficiency. Angled cab doors, tapered engine enclosure and a sloped rear window make it easy to see the moldboard and tires, as well as behind the machine. An optional rear vision camera further enhances lines of sight all around the machine.

In-Dash Instrument Cluster

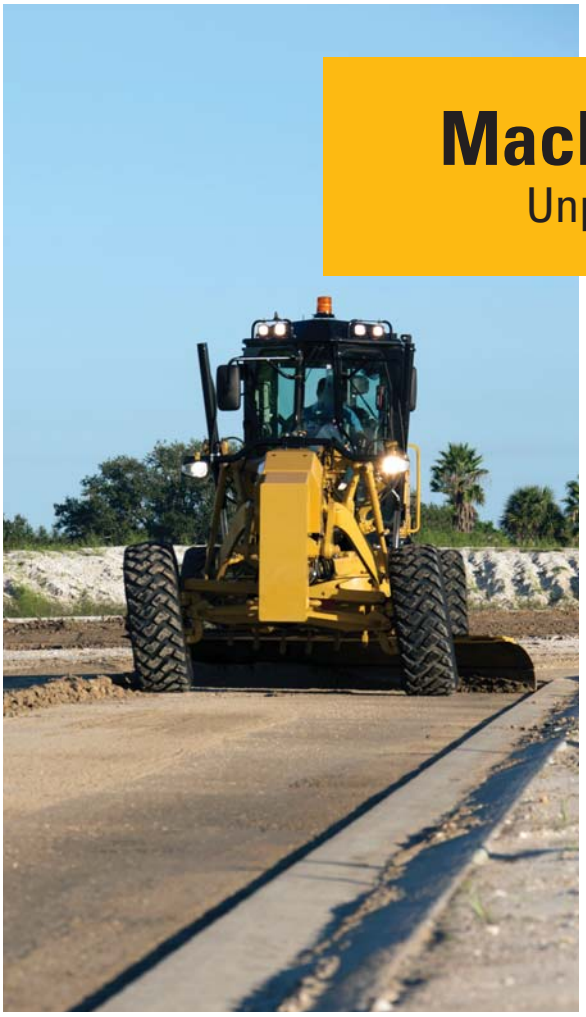
A redesigned message display shows machine performance and diagnostic information, including DEF tank levels. Now located in the center console, it also displays Cat Grade Control Cross Slope readings conveniently in front of the operator.

Comfort and Control

Experience the most comfortable cab in the industry. Joystick controls replace levers, so hand and arm movement is reduced by 78%, helping reduce operator fatigue for better productivity. Rocker and control switches are in easy reach.

An updated seat with softer cushions and three-position cushion tilt adds to your overall comfort. You can even upgrade to a heated or heated/ventilated seat. An optional seat belt indicator feature is also available. Control pods can be adjusted electronically, making it easy to set your ideal operating position. Multiple isolation mounts significantly reduce sound and vibration for a more relaxed work environment.

The high capacity Heating, Ventilation and Air Conditioning (HVAC) system dehumidifies and pressurizes the cab, seals out dust and helps keep windows clear. Pop-out louvers circulate fresh air. An optional deluxe radio with CD features MP3 and Bluetooth technology.



Machine and Implement Controls

Unprecedented precision and ease of operation

Two electro-hydraulic joysticks with electronically adjustable control pods help position operators for optimal comfort, visibility and productive operation.

Joystick Functions

The left joystick controls machine direction, steering, articulation, return-to-center, wheel lean, gear selection, left moldboard lift cylinder and float.

The right joystick controls drawbar, circle and moldboard functions as well as electronic throttle control and manual differential lock/unlock.

The steer tire angle matches the joystick position. A brake tensioning system holds the joystick in position until the operator moves it. The steering control automatically reduces steering sensitivity at higher ground speeds for predictable control.

Infinitely variable roller switches control the rear ripper and/or front lift group (when equipped). Optional Programmable Auxiliary Hydraulic Pod controls up to six additional hydraulic circuits.

Electronic Throttle Control

Electronic Throttle Control helps improve productivity by providing the best match of horsepower and torque for the demands of the application.

Articulation Return-to-Center

Automatically returns the machine to a straight frame position from any angle with the touch of a button.

Selectable Blade Lift Modes

Choose the blade lift modulation mode that best fits your application or operating style: Fine, Normal, or Coarse.

Engine
Power and reliability

A Cat C9.3 engine gives you the performance you need to maintain consistent grading speeds for maximum productivity. Every U.S. EPA Tier 4 Final/EU Stage V engine is equipped with a combination of proven electronic, fuel, air and aftertreatment components. Applying proven technologies systematically and strategically helps meet your high expectations for productivity, fuel efficiency, reliability and service life.

Hydraulic Demand Fan

The hydraulic demand fan automatically adjusts speed according to cooling requirements. When cooling demand is reduced, you benefit from more power to the ground and improved fuel efficiency.

Engine Idle Shutdown Timer

This standard feature can be software-enabled by your Cat dealer to shut down the engine after a set period of time to save you fuel and help reduce emissions.

Emissions Technology

Proven, integrated solutions

Emissions reduction technology on the 140/150/160 Motor Graders is designed to be transparent, with no action required from the operator. There is no need to stop. Regeneration runs automatically at cold start-up and, if needed, in the background while you work.

Aftertreatment Technologies

Caterpillar designed Tier 4 Interim products with Tier 4 Final standards in mind. To meet the additional 80 percent reduction in NOx emissions required by EPA Tier 4 Final/EU Stage V emission standards, Caterpillar engineers only needed to add one new system to the already proven aftertreatment solution in use, Selective Catalytic Reduction (SCR).

Diesel Exhaust Fluid

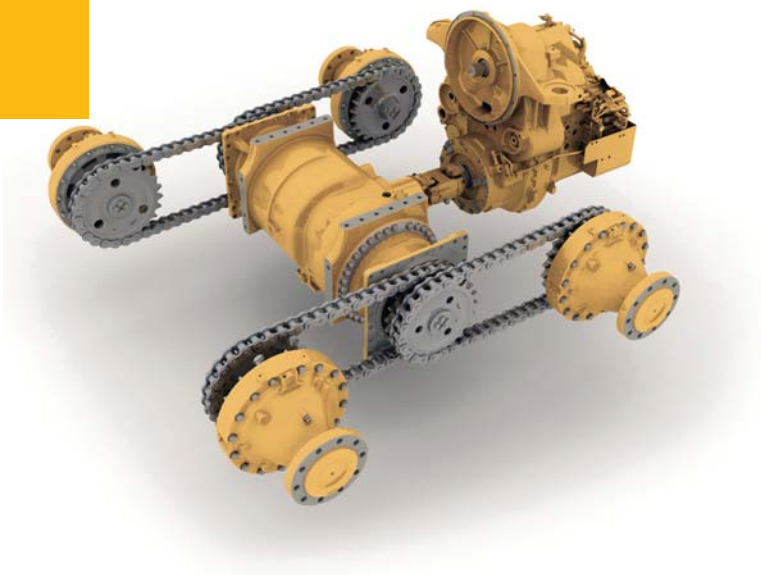
Selective Catalytic Reduction utilizes Diesel Exhaust Fluid (DEF), which can be conveniently filled from ground level. Simply refill the DEF tank when you refuel. A gauge on the dash shows your fluid level.

When you turn the machine off, a pump will automatically purge the DEF lines. A light located inside the rear engine compartment will turn off, telling you the purge is complete and that it is safe to turn off the electrical disconnect. If the engine/aftertreatment temperatures are high, a Delayed Engine Shutdown will activate automatically to cool the machine and then purge the lines.

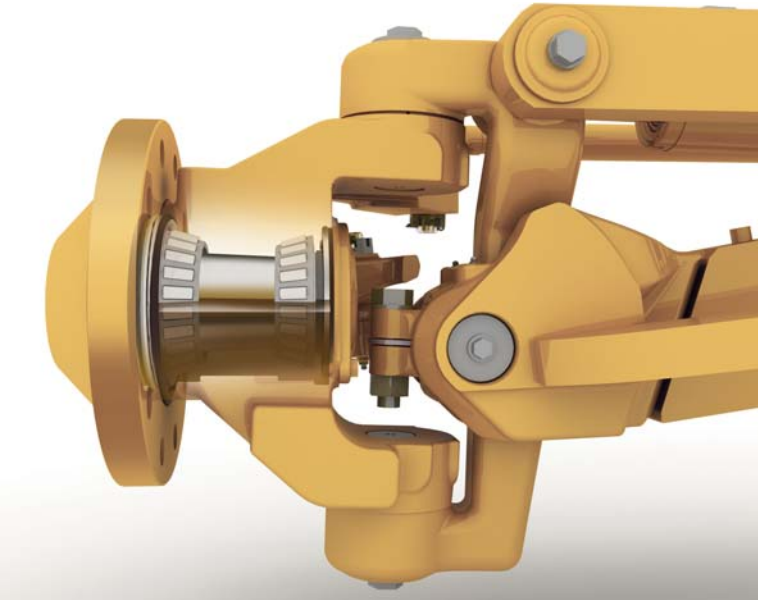
For complete aftertreatment information, please refer to your machine's Operation and Maintenance Manual.

Power Train

Maximum power to the ground

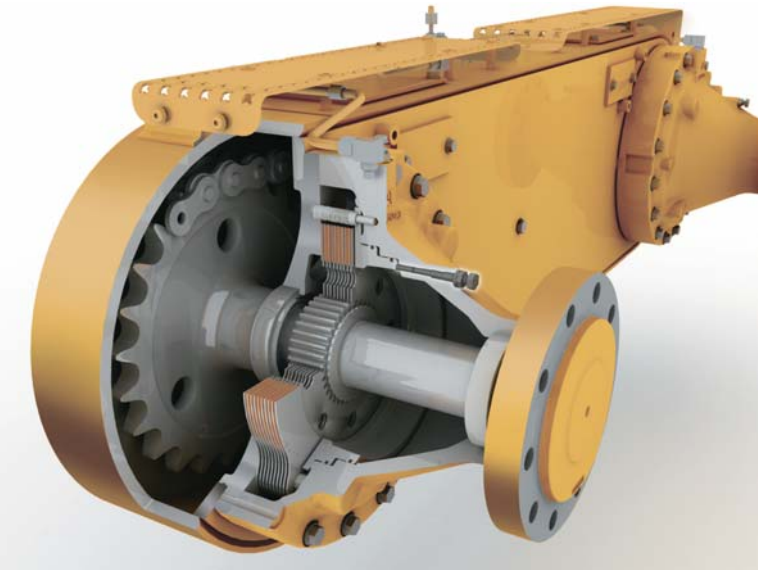


- Standard Automatic Differential Lock/Unlock monitors machine and application parameters to unlock/re-lock the differential during operation, improving production and enhancing comfort while protecting the power train.
- Full Electronic Clutch Pressure Control optimizes inching modulation for smooth shifts and directional changes.
- Programmable Autoshift option simplifies operation by allowing you to program the transmission to shift at optimal points to match your application.
- New standard Economy Mode can be turned on to help save fuel by reducing engine speed so the machine works in a more efficient range. The average fuel savings is up to 10 percent, depending on the application.
- Power Shift Countershaft Transmission maximizes power to the ground.
- Engine Over-Speed Protection prevents downshifting until an acceptable safe travel speed has been established.



Front and Rear Axles

The sealed spindle keeps front axle bearings lubricated and protected from contaminants. The Cat “Live Spindle” design places the larger tapered roller bearing on the outside, where the load is greater, extending bearing life. A bolt-on modular rear axle improves serviceability and contamination control with easy access to differential components.

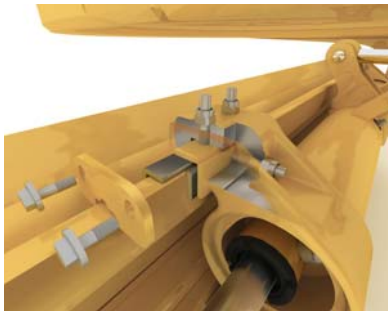


Hydraulic Brakes

Oil-bathed multi-disc service brakes are hydraulically actuated for smooth, predictable braking and lower operating costs. Brakes are located at each tandem wheel and have a large total brake surface area to give you dependable stopping power and longer life.

Structures and Drawbar-Circle-Moldboard

Service ease and precise blade control



Caterpillar designs motor grader frame and drawbar components to give you performance and durability. The one-piece forged steel circle stands up to high stress loads, and a sacrificial wear system helps keep your service time and costs down.

The articulation hitch features a large tapered roller bearing to carry loads evenly and smoothly. It is sealed to prevent contamination and a locking pin prevents articulation for safety during service or transport.

Easy Maintenance for More Uptime

The drawbar, circle and moldboard are designed to make it easy to keep the components tight. One person can easily adjust or replace the patented top-adjust drawbar wear inserts from the top of the drawbar plate, reducing downtime to save you money. Durable nylon composite wear inserts maximize circle torque and component life. Sacrificial brass wears strips between the blade mounting group and moldboard can be easily adjusted and replaced. The Shimless Moldboard Retention System uses vertical and horizontal adjusting screws to keep moldboard wear strips aligned for reduced blade chatter and precise blade control.

Blade Angle and Moldboard

An aggressive blade angle, optimized moldboard curvature and large throat clearance help you work more efficiently by allowing material to roll more freely along the blade.

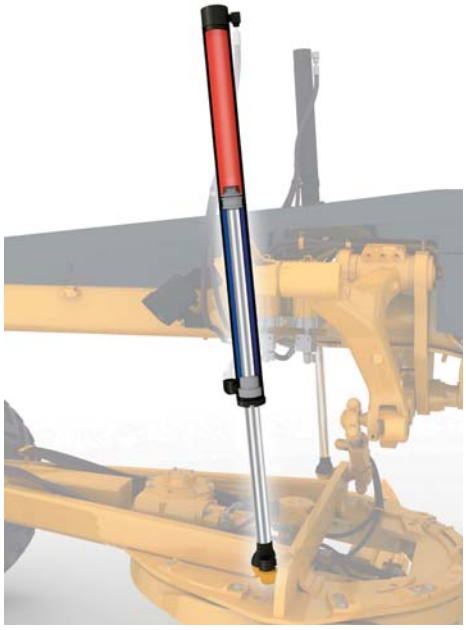
Heat-treated rails, hardened cutting edges and end bits, and heavy duty bolts to give you greater moldboard reliability and long service life. The link bar allows extreme moldboard positioning for easier bank sloping and ditch cutting/cleaning.

Hydraulics
Advanced machine control

Responsive Hydraulics

A proven load-sensing system and advanced electro-hydraulics give you superior implement control and responsive hydraulic performance that helps make your operator's job easier. Continuously matching hydraulic flow/pressure to power demands creates less heat and reduces power consumption.

- Consistent, Predictable Movement – Proportional Priority Pressure-Compensating (PPP-C) valves have different flow rates for the head and rod ends of the cylinder, so you can count on consistent, predictable implement response.
- Balanced Flow – Hydraulic flow is proportioned to give you confidence that all implements will operate simultaneously without slowing the engine or speed of some implements.



Blade Float

Allows the blade to move freely under its own weight. By floating both cylinders, the blade can follow the contours of the ground. Floating only one cylinder permits the toe of the blade to follow a hard surface while the operator controls the slope with the other lift cylinder.

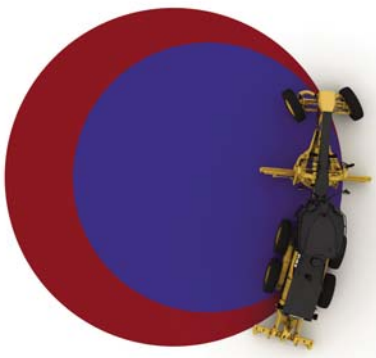
Independent Oil Supply

Large, separate hydraulic oil supplies prevent cross-contamination and provide proper oil cooling, which reduces heat build-up and extends component life. Cat XT™ hose allows high pressures for maximum power and reduced downtime.

All Wheel Drive (AWD)

Expanded machine versatility

■ Without Steering Compensation ■ With Steering Compensation



If you work in soft underfoot conditions where traction can be a challenge, optional All Wheel Drive (AWD) can give you the additional power to the ground you need to work more efficiently in mud, gravel, sand or snow. The added traction helps reduce sliding on side slopes.

- Dedicated left and right pumps give you more precise hydraulic control. The infinitely variable pumps and motors maximize torque in each gear.
- AWD automatically increases horsepower to maximize your power to the ground.
- Standard Hydrostatic Mode disengages the transmission and provides hydraulic power to the front wheels only. Infinitely variable ground speed between 0-8 km/h (0-5 mph) is ideal for precise finish work.
- Cat Steering Compensation System enables a “powered turn” by adjusting the outside front tire speed up to 50% faster than the inside tire. This gives you improved control, reduces surface damage and greatly reduces turning radius in poor underfoot conditions.

Integrated Technologies

Monitor, manage, and enhance job site operations

Cat Connect makes smart use of technology and services to improve your job site efficiency. Using the data from technology-equipped machines, you'll get more information and insight into your equipment and operations than ever before.

Cat Connect technologies offer improvements in these key areas:

EQUIPMENT MANAGEMENT

Equipment Management – increase uptime and reduce operating costs.

PRODUCTIVITY

Productivity – monitor production and manage job site efficiency

SAFETY

Safety – enhance job site awareness to keep your people and equipment safe.

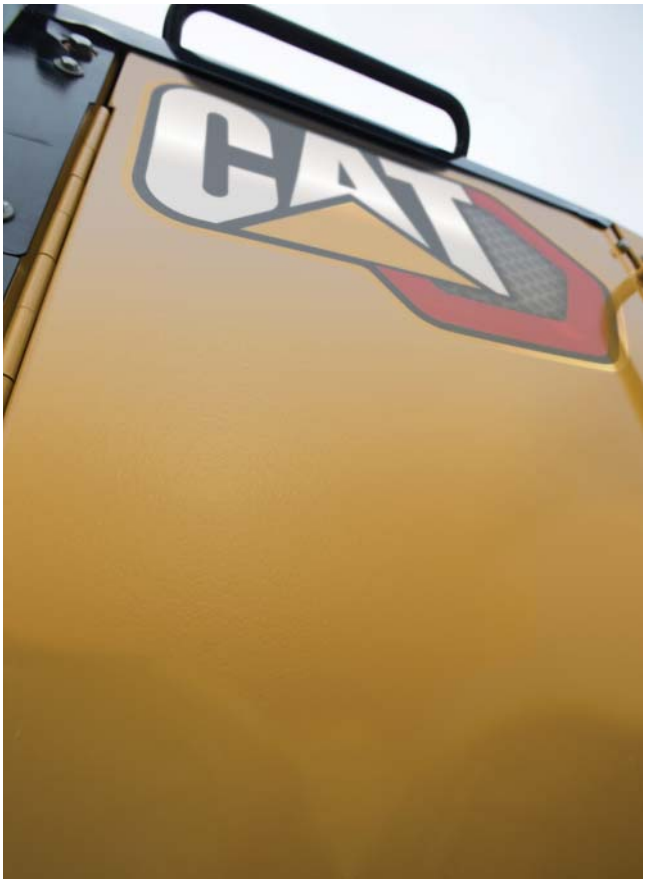
Featured Cat Connect technologies include:

Link

Link technologies provide wireless capability to machines enabling two-way transfer of information collected by on-board sensors, control modules, and other Cat Connect technologies using off-board apps, such as our VisionLink software.

Product Link™/VisionLink®

Product Link takes the guesswork out of equipment management. Track location, hours, fuel usage, productivity, idle time, diagnostic codes and more through the online VisionLink interface. Manage your fleet in real time so you can maximize efficiency, improve productivity, and lower operating costs.



Grade

Grade technologies combine digital design data, in-cab guidance, and automatic blade controls to enhance grading accuracy, reduce rework, and lower costs related to production earthmoving and rough, fine and finish grade applications.

Cat Grade Control Cross Slope

Cat Grade Control Cross Slope is an optional fully integrated, factory installed system that helps your operator improve grading efficiency and more easily maintain accurate cross slopes. The system automatically controls one side of the blade, reducing manual operator inputs by as much as 50 percent. Experienced operators can maintain peak efficiency levels throughout more of the work day, while less experienced operators can be more productive faster. The system is job-ready from day one, and scalable for the future with AccuGrade™ upgrade kits that provide additional 2D and/or 3D control.

Cat AccuGrade

AccuGrade is an optional dealer-installed grade control system that provides higher accuracy capabilities to the Cat Cross Slope system by adding Sonic, Laser, GPS, and/or Universal Total Station (UTS) technology when the job requires. In-cab guidance helps operators work more confidently and get to grade faster, in fewer passes, using less material, improving productivity and accuracy by nearly 50 percent over conventional methods. Grade stakes and checkers are minimized, making the job site safer and more cost effective. An AccuGrade Attachment Ready Option can be ordered as a factory or dealer-installed option. It includes built-in mounting points and internal wiring for easy installation of the AccuGrade system.

Safety

Designed with protection in mind

Safety Features

- Optional rearview camera with in-cab monitor
- New optional seat belt indicator light reminds operator to fasten safety belt
- Grouped, ground level service points
- Laminated front window glass
- Optional LED Lighting
- Ground-level electrical disconnect switch
- Ground-level engine shutoff switch
- Anti-glare paint eases night operation
- Optional front and rear fenders

Operator Presence Monitoring System
Standard system keeps the parking brake engaged and hydraulic implements disabled until the operator is seated and the machine is ready for operation.

Speed Sensitive Steering
Standard function makes steering less sensitive as ground speed increases for greater operator confidence and control.

Secondary Steering System
Standard feature automatically engages an electric hydraulic pump in case of a drop in steering pressure so the operator can steer the machine to a stop.

Hydraulic Lockout
Disables all implement functions while still providing machine steering control. This standard safety feature is especially useful while roading.

Brake Systems
Brakes are located at each tandem wheel to eliminate braking loads on the power train. Redundant brake systems utilize accumulators to enable stopping in case of machine failure.

Walkways and Grab Rails
Perforated steel tandem walkways and convenient grab rails give you a sturdy platform when moving on, off and around the machine.

Circle Drive Slip Clutch
Protects the drawbar, circle and moldboard from shock loads when the blade encounters an immovable object. This standard feature also reduces the possibility of abrupt directional changes in poor traction conditions.

Blade Lift Accumulators
Help absorb impact loads to the moldboard by allowing vertical blade travel. This optional feature helps reduce wear and aids operator safety.

Work Tools and Attachments

Equip your machine for the job

Moldboard Options

The 140, 150, and 160 motor graders come equipped with a 3.7 m (12 ft) moldboard. An optional 4.3 m (14 ft) blade is available for all models, as well as a 4.9 m (16 ft) moldboard for the 160.

Ground Engaging Tools (GET)

A variety of tools are available from Cat Work Tools, including cutting edges, graderbits and end bits, all designed for maximum service life and productivity.

Front Mounted Groups

A front mounted push plate or front lift group are available. The front lift group can be combined with a front dozer blade or front scarifier for added versatility.

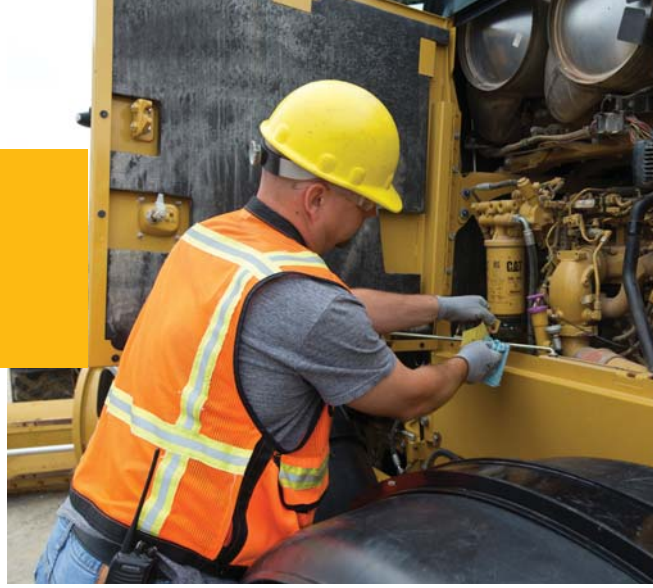
Rear Ripper/Scarifier

Made to penetrate tough material fast and rip thoroughly for easier movement with the moldboard. The ripper includes three shanks (with holders for five). Nine scarifier shanks can also be added for additional versatility.

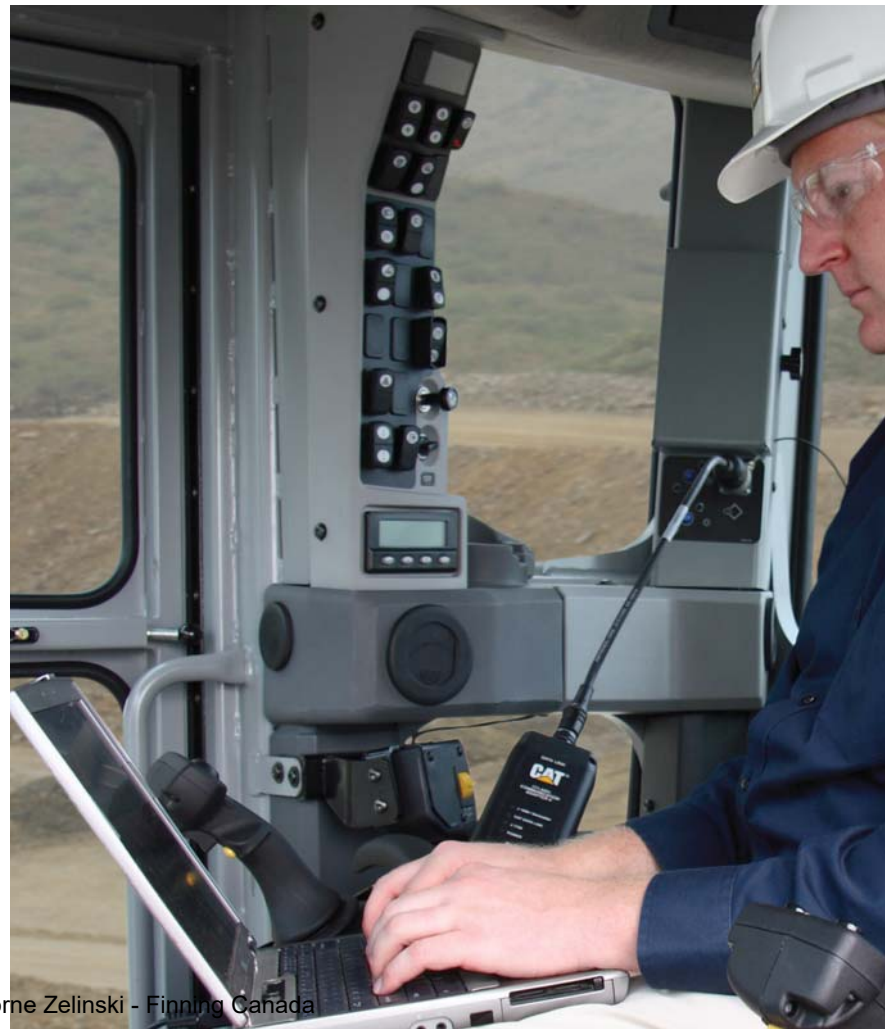
Snow Removal Work Tools

Snow plow, snow wing and mounting options increase machine versatility and utilization throughout the year.

Smart Machine Systems
Advanced Diagnostics



- Cat Messenger, combined with full systems integration, enhances diagnostic capability for quick analysis of critical data.
- Electronic Technician (Cat ET) lets service technicians access stored diagnostic data and configure machine parameters through the Cat Data Link.
- Low Battery Elevated Idle raises idle speed when low system voltage is detected, ensuring adequate system voltage and improving battery reliability.
- Automatic Engine Deration protects the engine by automatically lowering engine torque output and alerting the operator if critical conditions are detected.



Serviceability and Customer Support
When uptime counts

Cat motor graders are designed to help you increase uptime and reduce costs. Grouped service points and extended service intervals save maintenance time. New optional LED lights in the left hand compartment makes it more convenient to service the machine in low light.

Unparalleled Dealer Support

When it comes to supporting you, Cat dealers are second to none. From machine selection and purchase to maintenance support and rebuilds, Cat dealers have the experience and capabilities to help keep you up and running.

Sustainability

Thinking generations ahead

Fuel Efficiency

- Integrated machine systems and technologies improve productivity for greater accuracy, allowing the machine to do more work per gallon of fuel.
- New Economy Mode feature allows the machine to work in the most efficient engine speed range to help reduce fuel use.

Green House Gas Emissions

- Reduced fuel consumption means reduced CO_2 emissions.

Material Efficiency and Lifecycle Costs

- Replaceable wear parts save maintenance time and cost, and extend major component life.
- Major components are built to be rebuilt, eliminating waste and saving customers money by giving the machine and/or major components a second – and even third – life.
- Approximately 95% of machine materials can be recycled (ISO 16714) to conserve valuable natural resources and further enhance machine end-of-life value.

Sound

- Reduced engine noise and quieter cabs mean lower operator and spectator sound levels.

Safety

- Ecology drains help make draining fluids more convenient and help prevent spills.
- Cartridge style hydraulic fluid filters provide safe clean draining of filters prior to replacement, helping to prevent fluid spills.
- A variety of safety features help safeguard operators and others on the job site.

Engine

Engine Model	Cat C9.3	
Emissions	U.S. EPA Tier 4 Final/ EU Stage V	
Base Power (1st gear) – Net	133 kW	179 hp
Base Power (1st gear) – Net (Metric)		181 hp
VHP Plus Range – Net	133-172 kW	179-231 hp
VHP Plus Range – Net (Metric)		181-234 hp
AWD Range – Net	141-188 kW	189-252 hp
AWD Range – Net (Metric)		192-255 hp
Displacement	9.3 L	567.5 in³
Bore	115 mm	4.5 in
Stroke	149 mm	5.9 in
Torque Rise	38%	
Maximum Torque (VHP Plus)	1138 N·m	840 lb-ft
Maximum Torque (AWD On)	1247 N·m	920 lb-ft
Speed @ Rated Power	2,000 rpm	
Number of Cylinders	6	
Derating Altitude	3050 m	10,000 ft
High Ambient – Fan Speed		
Standard	1,400 rpm	
Maximum	1,550 rpm	
Minimum	500 rpm	
Standard Capability	43° C	109° F
High Ambient Capability	50° C	122° F

Gear – Net Power	VHP Plus kW (hp)	AWD Off kW (hp)	AWD On kW (hp)
Forward			
1st	133 (179)	141 (189)	149 (200)
2nd	141 (189)	149 (200)	164 (220)
3rd	149 (200)	156 (210)	168 (225)
4th	156 (210)	160 (215)	172 (231)
5th	160 (215)	164 (220)	188 (252)
6th	164 (220)	168 (225)	188 (252)
7th	168 (225)	172 (231)	188 (252)
8th	172 (231)	172 (231)	188 (252)
Reverse			
1st	133 (179)	133 (179)	133 (179)
2nd	141 (189)	141 (189)	141 (189)
3rd–6th	149 (200)	149 (200)	149 (200)

Engine (cont'd)

- Net power is tested per ISO 9249, SAE J1349, and EEC 80/1269 Standards in effect at the time of manufacture.
- VHP Plus is standard for the 140 and 140 AWD.
- Net power advertised is the power available at rated speed of 2,000 rpm, measured at the flywheel when engine is equipped with fan running at minimum speed, air cleaner, muffler and alternator.
- No engine derating required up to 3050 m (10,000 ft).
- Power as declared per ISO 14396
  Rated rpm 2,000
  VHP+ = 173 kW (232 hp)
  AWD = 189 kW (253 hp)
- All nonroad U.S. EPA Tier 4, European Union (EU) Stage V and Japan (MLIT) Step 4 diesel engines are required to use only Ultra Low Sulfur Diesel (ULSD) fuels containing 15 ppm (mg/kg) sulfur or less. Biodiesel blends up to B20 (20% blend by volume) are acceptable when blended with 15 ppm (mg/kg) sulfur or less ULSD. B20 should meet ASTM D7467 specification (biodiesel blend stock should meet Cat biodiesel spec, ASTM D6751 or EN 14214). Cat DEO-ULS™ or oils that meet the Cat ECF-3, API CJ-4, and ACEA E9 specification are required. Consult your OMM for further machine specific fuel recommendations.
- Cat engines equipped with a Selective Catalytic Reduction (SCR) system are required to use:
  – Diesel Exhaust Fluid (DEF) which meets the requirements outlined in the International Organization for Standardization (ISO) standard 22241-1.

Power Train

Forward/Reverse Gears	8 Forward/6 Reverse	
Transmission	APECS, Direct Drive, Powershift	
Brakes		
Service	Multiple Oil Disc	
Service, Surface Area	23 000 cm²	3,565 in²
Parking	Multiple Oil Disc	
Secondary	Dual Circuit	

Hydraulic System

Circuit Type	Parallel	
Pump Type	Variable Piston	
Pump Output	210 L/min	55.7 gal/min
Maximum System Pressure	24 150 kPa	3,500 psi
Reservoir Tank Capacity	64.0 L	16.9 gal
Standby Pressure	6100 kPa	885 psi

- Pump output measured at 2,150 rpm.

140/140 AWD Motor Graders Specifications

Operating Specifications

Top Speed		
Forward	46.6 km/h	29.0 mph
Reverse	36.8 km/h	23.0 mph
Turning Radius, Outside Front Tires	7.8 m	25 ft 7 in
Steering Range – Left/Right	50°	
Articulation Angle – Left/Right	20°	
Forward		
1st	4.1 km/h	2.5 mph
2nd	5.5 km/h	3.4 mph
3rd	8.0 km/h	5.0 mph
4th	11.0 km/h	6.9 mph
5th	17.1 km/h	10.6 mph
6th	23.3 km/h	14.5 mph
7th	32.0 km/h	19.9 mph
8th	46.6 km/h	29.0 mph
Reverse		
1st	3.2 km/h	2.0 mph
2nd	6.0 km/h	3.7 mph
3rd	8.7 km/h	5.4 mph
4th	13.5 km/h	8.4 mph
5th	25.3 km/h	15.7 mph
6th	36.8 km/h	23.0 mph

• Calculated with no slip and 14.0R24 tires.

Service Refill

Fuel Capacity	394 L	104 gal
Cooling System	57.0 L	15.0 gal
Hydraulic System		
Total	100 L	26.4 gal
Tank	64.0 L	16.9 gal
Engine Oil	30.0 L	7.9 gal
Trans./Diff./Final Drives	70.0 L	18.5 gal
Tandem Housing (Each)	76.0 L	20.0 gal
Front Wheel Spindle Bearing Housing	0.5 L	0.13 gal
Circle Drive Housing	7.0 L	1.8 gal
Diesel Exhaust Fluid	22.0 L	5.8 gal

Frame

Circle		
Diameter	1530 mm	60.2 in
Height	138 mm	5.4 in
Blade Beam Thickness	40.0 mm	1.6 in
Drawbar		
Height	152 mm	6.0 in
Width	76.2 mm	3.0 in
Thickness	12.7 mm	0.50 in
Front-Top/Bottom Plate		
Width	305 mm	12.0 in
Thickness	22.0 mm	0.87 in
Front Frame Structure		
Height	321 mm	12.6 in
Width	305 mm	12.0 in
Front Axle		
Height to Center	596 mm	23.5 in
Wheel Lean, Left/Right	18°	
Total Oscillation per Side	32°	

• Front-top/bottom plate – width tolerance ±2.5 mm (0.098 in).

Tandems

Height	506 mm	19.9 in
Width	201 mm	7.9 in
Sidewall Thickness		
Inner	16.0 mm	0.63 in
Outer	18.0 mm	0.71 in
Drive Chain Pitch	50.8 mm	2.0 in
Wheel Axle Spacing	1523 mm	60.0 in
Tandem Oscillation		
Front Up	15°	
Front Down	25°	

Moldboard

Blade Width	3.7 m	12 ft
Moldboard		
Height	610 mm	24.0 in
Thickness	22.0 mm	0.87 in
Arc Radius	413 mm	16.3 in
Throat Clearance	166 mm	6.5 in
Cutting Edge		
Width	152 mm	6.0 in
Thickness	16.0 mm	0.60 in
End Bit		
Width	152 mm	6.0 in
Thickness	16.0 mm	0.60 in
Blade Pull		
Base GVW	11 462 kg	25,269 lb
Maximum GVW	15 541 kg	34,262 lb
Base GVW (AWD)	16 170 kg	35,649 lb
Maximum GVW (AWD)	22 512 kg	49,630 lb
Blade Down Pressure		
Base GVW	7275 kg	16,038 lb
Maximum GVW	13 294 kg	29,309 lb
Base GVW (AWD)	8151 kg	17,970 lb
Maximum GVW (AWD)	13 294 kg	29,309 lb

Blade Range

Circle Centershift		
Right	728 mm	28.7 in
Left	695 mm	27.4 in
Moldboard Sideshift		
Right	660 mm	26.0 in
Left	510 mm	20.1 in
Maximum Blade Position Angle	90°	
Blade Tip Range		
Forward	40°	
Backward	5°	
Maximum Shoulder Reach Outside of Tires		
Right	1978 mm	77.9 in
Left	1790 mm	70.5 in
Maximum Lift Above Ground	480 mm	18.9 in
Maximum Depth of Cut	715 mm	28.1 in

Ripper

Ripping Depth, Maximum	426 mm	16.8 in
Ripper Shank Holders	5	
Ripper Shank Holder Spacing	533 mm	21.0 in
Penetration Force	9440 kg	20,812 lb
Pryout Force	12 607 kg	27,794 lb
Machine Length Increase, Beam Raised	1031 mm	40.6 in

Scarifier

Front, V-Type: Working Width	1205 mm	47.4 in
Front, V-Type, 5 or 11 Tooth		
Working Width	1031 mm	40.6 in
Scarifying Depth, Maximum	467 mm	18.4 in
Scarifier Shank Holders	5/11	
Scarifier Shank Holder Spacing	116 mm	4.6 in
Mid, V-Type		
Working Width	1184 mm	46.6 in
Scarifying Depth, Maximum	292 mm	11.5 in
Scarifier Shank Holders	11	
Scarifier Shank Holder Spacing	116 mm	4.6 in
Rear		
Working Width	2133 mm	84.0 in
Scarifying Depth, Maximum	426 mm	16.8 in
Scarifier Shank Holders	9	
Scarifier Shank Holder Spacing	267 mm	10.5 in

Weights

Gross Vehicle Weight, Base		
Total	16 974 kg	37,420 lb
Front Axle	4238 kg	9,343 lb
Rear Axle	12 736 kg	28,077 lb
Gross Vehicle Weight, Maximum		
Total	25 013 kg	55,144 lb
Front Axle	7745 kg	17,075 lb
Rear Axle	17 268 kg	38,069 lb
Operating Weight, Typically Equipped		
Total	19 344 kg	42,647 lb
Front Axle	5468 kg	12,055 lb
Rear Axle	13 876 kg	30,592 lb

Weights – AWD

Gross Vehicle Weight, Base		
Total	17 966 kg	39,609 lb
Front Axle	4749 kg	10,469 lb
Rear Axle	13 217 kg	29,140 lb
Gross Vehicle Weight, Maximum		
Total	25 013 kg	55,144 lb
Front Axle	7745 kg	17,075 lb
Rear Axle	17 268 kg	38,069 lb
Operating Weight, Typically Equipped		
Total	20 236 kg	44,614 lb
Front Axle	5945 kg	13,107 lb
Rear Axle	14 291 kg	31,507 lb

- Base operating weight on standard machine configuration is calculated with full fuel tank, coolant, lubricants, operator and 14.0R24 tires with single-piece (SP) rims.
- Typically equipped operating weight is calculated with push block, rear ripper/scarifier, 14.0R24 tires with single-piece (SP) rims, and other equipment.

Standards

ROPS/FOPS	ISO 3471/ISO 3499
Steering	ISO 5010
Brakes	ISO 3450
Sound	ISO 6394; ISO 6395

- The declared dynamic operator sound pressure level is 71 dB(A) for the 140 and 140 AWD when "ISO 6396:2008" is used to measure the value for a European Union "CE" marked machine. The measurement was conducted at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds.
- The declared exterior sound power level is 107 dB(A) for the 140 and 140 AWD when the value is measured according to the dynamic test procedures and the conditions that are specified in "ISO 6395:2008." The measurement was conducted for a European Union "CE" marked machine at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds and during diesel particulate filter regeneration.

Air Conditioning System

The air conditioning system on this machine contains the fluorinated greenhouse gas refrigerant R134a (Global Warming Potential = 1430). The system contains 1.8 kg of refrigerant which has a CO_2 equivalent of 2.574 metric tonnes.

Engine

Engine Model	Cat C9.3	
Emissions	U.S. EPA Tier 4 Final/ EU Stage V	
Base Power (1st gear) – Net	149 kW	200 hp
Base Power (1st gear) – Net (Metric)		202 hp
VHP Plus Range – Net	149-188 kW	200-252 hp
VHP Plus Range – Net (Metric)		202-255 hp
AWD Range – Net	156-203 kW	210-272 hp
AWD Range – Net (Metric)		213-276 hp
Displacement	9.3 L	567.5 in³
Bore	115 mm	4.5 in
Stroke	149 mm	5.9 in
Torque Rise	39%	
Maximum Torque (VHP Plus)	1247 N·m	920 lb-ft
Maximum Torque (AWD On)	1355 N·m	1,000 lb-ft
Speed @ Rated Power	2,000 rpm	
Number of Cylinders	6	
Derating Altitude	3050 m	10,000 ft
High Ambient – Fan Speed		
Standard	1,400 rpm	
Maximum	1,550 rpm	
Minimum	500 rpm	
Standard Capability	43° C	109° F
High Ambient Capability	50° C	122° F

Gear – Net Power	VHP Plus kW (hp)	AWD Off kW (hp)	AWD On kW (hp)
Forward			
1st	149 (200)	156 (210)	164 (220)
2nd	156 (210)	164 (220)	180 (241)
3rd	164 (220)	172 (231)	184 (247)
4th	172 (231)	176 (236)	188 (252)
5th	176 (236)	180 (241)	203 (272)
6th	180 (241)	184 (247)	203 (272)
7th	184 (247)	188 (252)	203 (272)
8th	188 (252)	188 (252)	203 (272)
Reverse			
1st	149 (200)	149 (200)	149 (200)
2nd	156 (210)	156 (210)	156 (210)
3rd–6th	164 (220)	164 (220)	164 (220)

Engine (cont'd)

- Net power is tested per ISO 9249, SAE J1349, and EEC 80/1269 Standards in effect at the time of manufacture.
- VHP Plus is standard for the 150/150 AWD.
- Net power advertised is the power available at rated speed of 2,000 rpm, measured at the flywheel when engine is equipped with fan running at minimum speed, air cleaner, muffler and alternator.
- No engine derating required up to 3050 m (10,000 ft).
- Power as declared per ISO 14396
  Rated rpm 2,000
  VHP+ = 189 kW (253 hp)
  AWD = 204 kW (274 hp)
- All nonroad U.S. EPA Tier 4, European Union (EU) Stage V and Japan (MLIT) Step 4 diesel engines are required to use only Ultra Low Sulfur Diesel (ULSD) fuels containing 15 ppm (mg/kg) sulfur or less. Biodiesel blends up to B20 (20% blend by volume) are acceptable when blended with 15 ppm (mg/kg) sulfur or less ULSD. B20 should meet ASTM D7467 specification (biodiesel blend stock should meet Cat biodiesel spec, ASTM D6751 or EN 14214). Cat DEO-ULS or oils that meet the Cat ECF-3, API CJ-4, and ACEA E9 specification are required. Consult your OMM for further machine specific fuel recommendations.
- Cat engines equipped with a Selective Catalytic Reduction (SCR) system are required to use:
  – Diesel Exhaust Fluid (DEF) which meets the requirements outlined in the International Organization for Standardization (ISO) standard 22241-1.

Power Train

Forward/Reverse Gears	8 Forward/6 Reverse	
Transmission	APECS, Direct Drive, Powershift	
Brakes		
Service	Multiple Oil Disc	
Service, Surface Area	23 000 cm²	3,565 in²
Parking	Multiple Oil Disc	
Secondary	Dual Circuit	

Hydraulic System

Circuit Type	Parallel	
Pump Type	Variable Piston	
Pump Output	210 L/min	55.7 gal/min
Maximum System Pressure	24 150 kPa	3,500 psi
Reservoir Tank Capacity	64.0 L	16.9 gal
Standby Pressure	6100 kPa	885 psi

- Pump output measured at 2,150 rpm.

150/150 AWD Motor Graders Specifications

Operating Specifications

Top Speed		
Forward	46.6 km/h	29.0 mph
Reverse	36.8 km/h	23.0 mph
Turning Radius, Outside Front Tires	7.8 m	25 ft 7 in
Steering Range – Left/Right	50°	
Articulation Angle – Left/Right	20°	
Forward		
1st	4.1 km/h	2.5 mph
2nd	5.5 km/h	3.4 mph
3rd	8.0 km/h	5.0 mph
4th	11.0 km/h	6.9 mph
5th	17.1 km/h	10.6 mph
6th	23.3 km/h	14.5 mph
7th	32.0 km/h	19.9 mph
8th	46.6 km/h	29.0 mph
Reverse		
1st	3.2 km/h	2.0 mph
2nd	6.0 km/h	3.7 mph
3rd	8.7 km/h	5.4 mph
4th	13.5 km/h	8.4 mph
5th	25.3 km/h	15.7 mph
6th	36.8 km/h	23.0 mph

• Calculated with no slip and 14.0R24 tires.

Service Refill

Fuel Capacity	394 L	104 gal
Cooling System	57.0 L	15.0 gal
Hydraulic System		
Total	100 L	26.4 gal
Tank	64.0 L	16.9 gal
Engine Oil	30.0 L	7.9 gal
Trans./Diff./Final Drives	70.0 L	18.5 gal
Tandem Housing (Each)	76.0 L	20.0 gal
Front Wheel Spindle Bearing Housing	0.5 L	0.13 gal
Circle Drive Housing	7.0 L	1.8 gal
Diesel Exhaust Fluid	22.0 L	5.8 gal

Frame

Circle		
Diameter	1530 mm	60.2 in
Height	138 mm	5.4 in
Blade Beam Thickness	40.0 mm	1.6 in
Drawbar		
Height	152 mm	6.0 in
Width	76.2 mm	3.0 in
Thickness	12.7 mm	0.50 in
Front-Top/Bottom Plate		
Width	305 mm	12.0 in
Thickness	22.0 mm	0.87 in
Front Frame Structure		
Height	321 mm	12.6 in
Width	305 mm	12.0 in
Front Axle		
Height to Center	596 mm	23.5 in
Wheel Lean, Left/Right	18°	
Total Oscillation per Side	32°	

• Front-top/bottom plate – width tolerance ±2.5 mm (0.098 in).

Tandems

Height	506 mm	19.9 in
Width	201 mm	7.9 in
Sidewall Thickness		
Inner	16.0 mm	0.63 in
Outer	18.0 mm	0.71 in
Drive Chain Pitch	50.8 mm	2.0 in
Wheel Axle Spacing	1523 mm	60.0 in
Tandem Oscillation		
Front Up	15°	
Front Down	25°	

Moldboard

Blade Width	3.7 m	12 ft
Moldboard		
Height	610 mm	24.0 in
Thickness	22.0 mm	0.87 in
Arc Radius	413 mm	16.3 in
Throat Clearance	166 mm	6.5 in
Cutting Edge		
Width	152 mm	6.0 in
Thickness	16.0 mm	0.60 in
End Bit		
Width	152 mm	6.0 in
Thickness	16.0 mm	0.60 in
Blade Pull		
Base GVW	11 672 kg	25,732 lb
Maximum GVW	15 541 kg	34,262 lb
Base GVW (AWD)	16 484 kg	36,341 lb
Maximum GVW (AWD)	22 512 kg	49,630 lb
Blade Down Pressure		
Base GVW	7475 kg	16,480 lb
Maximum GVW	13 294 kg	29,308 lb
Base GVW (AWD)	8351 kg	18,411 lb
Maximum GVW (AWD)	13 294 kg	29,308 lb

Blade Range

Circle Centershift		
Right	728 mm	28.7 in
Left	695 mm	27.4 in
Moldboard Sideshift		
Right	660 mm	26.0 in
Left	510 mm	20.1 in
Maximum Blade Position Angle	90°	
Blade Tip Range		
Forward	40°	
Backward	5°	
Maximum Shoulder Reach Outside of Tires		
Right	1978 mm	77.9 in
Left	1790 mm	70.5 in
Maximum Lift Above Ground	480 mm	18.9 in
Maximum Depth of Cut	715 mm	28.1 in

Ripper

Ripping Depth, Maximum	426 mm	16.8 in
Ripper Shank Holders	5	
Ripper Shank Holder Spacing	533 mm	21.0 in
Penetration Force	9440 kg	20,812 lb
Pryout Force	12 607 kg	27,794 lb
Machine Length Increase, Beam Raised	1031 mm	40.6 in

Scarifier

Front, V-Type: Working Width	1205 mm	47.4 in
Front, V-Type, 5 or 11 Tooth		
Working Width	1031 mm	40.6 in
Scarifying Depth, Maximum	467 mm	18.4 in
Scarifier Shank Holders	5/11	
Scarifier Shank Holder Spacing	116 mm	4.6 in
Mid, V-Type		
Working Width	1184 mm	46.6 in
Scarifying Depth, Maximum	292 mm	11.5 in
Scarifier Shank Holders	11	
Scarifier Shank Holder Spacing	116 mm	4.6 in
Rear		
Working Width	2133 mm	84.0 in
Scarifying Depth, Maximum	426 mm	16.8 in
Scarifier Shank Holders	9	
Scarifier Shank Holder Spacing	267 mm	10.5 in

Weights

Gross Vehicle Weight, Base		
Total	17 323 kg	38,191 lb
Front Axle	4355 kg	9,601 lb
Rear Axle	12 968 kg	28,590 lb
Gross Vehicle Weight, Maximum		
Total	25 013 kg	55,144 lb
Front Axle	7745 kg	17,075 lb
Rear Axle	17 268 kg	38,069 lb
Operating Weight, Typically Equipped		
Total	19 935 kg	43,950 lb
Front Axle	5692 kg	12,549 lb
Rear Axle	14 243 kg	31,401 lb

Weights – AWD

Gross Vehicle Weight, Base		
Total	18 316 kg	40,380 lb
Front Axle	4865 kg	10,726 lb
Rear Axle	13 451 kg	29,654 lb
Gross Vehicle Weight, Maximum		
Total	25 013 kg	55,144 lb
Front Axle	7745 kg	17,075 lb
Rear Axle	17 268 kg	38,069 lb
Operating Weight, Typically Equipped		
Total	20 827 kg	45,917 lb
Front Axle	6169 kg	13,601 lb
Rear Axle	14 658 kg	32,316 lb

- Base operating weight on standard machine configuration is calculated with full fuel tank, coolant, lubricants, operator and 14.0R24 tires with multi-piece (MP) rims.
- Typically equipped operating weight is calculated with push block, transmission guard, rear ripper/scarifier, 14.0R24 tires with multi-piece (MP) rims, and other equipment.

Standards

ROPS/FOPS	ISO 3471/ISO 3499
Steering	ISO 5010
Brakes	ISO 3450
Sound	ISO 6394; ISO 6395

- The declared dynamic operator sound pressure level is 71 dB(A) for the 150 and 150 AWD when "ISO 6396:2008" is used to measure the value for a European Union "CE" marked machine. The measurement was conducted at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds.
- The declared exterior sound power level is 107 dB(A) for the 150 and 150 AWD when the value is measured according to the dynamic test procedures and the conditions that are specified in "ISO 6395:2008." The measurement was conducted for a European Union "CE" marked machine at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds and during diesel particulate filter regeneration.

Air Conditioning System

The air conditioning system on this machine contains the fluorinated greenhouse gas refrigerant R134a (Global Warming Potential = 1430). The system contains 1.8 kg of refrigerant which has a CO_2 equivalent of 2.574 metric tonnes.

Engine

Engine Model	Cat C9.3	
Emissions	U.S. EPA Tier 4 Final/ EU Stage V	
Base Power (1st gear) – Net	165 kW	221 hp
Base Power (1st gear) – Net (Metric)		224 hp
VHP Plus Range – Net	165-203 kW	221-272 hp
VHP Plus Range – Net (Metric)		224-276 hp
AWD Range – Net	172-219 kW	231-293 hp
AWD Range – Net (Metric)		234-298 hp
Displacement	9.3 L	567.5 in³
Bore	115 mm	4.5 in
Stroke	149 mm	5.9 in
Torque Rise	39%	
Maximum Torque (VHP Plus)	1355 N·m	1,000 lb-ft
Maximum Torque (AWD On)	1464 N·m	1,079 lb-ft
Speed @ Rated Power	2,000 rpm	
Number of Cylinders	6	
Derating Altitude	3050 m	10,000 ft
High Ambient – Fan Speed		
Standard	1,400 rpm	
Maximum	1,550 rpm	
Minimum	500 rpm	
Standard Capability	43° C	109° F
High Ambient Capability	50° C	122° F

Gear – Net Power	VHP Plus kW (hp)	AWD Off kW (hp)	AWD On kW (hp)
Forward			
1st	165 (221)	172 (231)	180 (241)
2nd	172 (231)	180 (241)	195 (262)
3rd	180 (241)	188 (252)	199 (267)
4th	188 (252)	191 (257)	203 (272)
5th	191 (257)	195 (262)	219 (293)
6th	195 (262)	199 (267)	219 (293)
7th	199 (267)	203 (272)	219 (293)
8th	203 (272)	203 (272)	219 (293)
Reverse			
1st	165 (221)	165 (221)	165 (221)
2nd	172 (231)	172 (231)	172 (231)
3rd–6th	180 (241)	180 (241)	180 (241)

Engine (cont'd)

- Net power is tested per ISO 9249, SAE J1349, and EEC 80/1269 Standards in effect at the time of manufacture.
- VHP Plus is standard for the 160/160 AWD.
- Net power advertised is the power available at rated speed of 2,000 rpm, measured at the flywheel when engine is equipped with fan running at minimum speed, air cleaner, muffler and alternator.
- No engine derating required up to 3050 m (10,000 ft).
- Power as declared per ISO 14396
  Rated rpm 2,000
  VHP+ = 204 kW (274 hp)
  AWD = 220 kW (295 hp)
- All nonroad U.S. EPA Tier 4, European Union (EU) Stage V and Japan (MLIT) Step 4 diesel engines are required to use only Ultra Low Sulfur Diesel (ULSD) fuels containing 15 ppm (mg/kg) sulfur or less. Biodiesel blends up to B20 (20% blend by volume) are acceptable when blended with 15 ppm (mg/kg) sulfur or less ULSD. B20 should meet ASTM D7467 specification (biodiesel blend stock should meet Cat biodiesel spec, ASTM D6751 or EN 14214). Cat DEO-ULS or oils that meet the Cat ECF-3, API CJ-4, and ACEA E9 specification are required. Consult your OMM for further machine specific fuel recommendations.
- Cat engines equipped with a Selective Catalytic Reduction (SCR) system are required to use:
  – Diesel Exhaust Fluid (DEF) which meets the requirements outlined in the International Organization for Standardization (ISO) standard 22241-1.

Power Train

Forward/Reverse Gears	8 Forward/6 Reverse	
Transmission	APECS, Direct Drive, Powershift	
Brakes		
Service	Multiple Oil Disc	
Service, Surface Area	23 000 cm²	3,565 in²
Parking	Multiple Oil Disc	
Secondary	Dual Circuit Control	

Hydraulic System

Circuit Type	Parallel	
Pump Type	Variable Piston	
Pump Output	210 L/min	55.5 gal/min
Maximum System Pressure	24 150 kPa	3,503 psi
Reservoir Tank Capacity	64.0 L	16.9 gal
Standby Pressure	6100 kPa	885 psi

- Pump output measured at 2,150 rpm.

160/160 AWD Motor Graders Specifications

Operating Specifications

Top Speed		
Forward	47.4 km/h	29.5 mph
Reverse	37.4 km/h	23.3 mph
Turning Radius, Outside Front Tires	7.8 m	25 ft 7 in
Steering Range – Left/Right	50°	
Articulation Angle – Left/Right	20°	
Forward		
1st	4.1 km/h	2.6 mph
2nd	5.6 km/h	3.5 mph
3rd	8.1 km/h	5.1 mph
4th	11.2 km/h	7.0 mph
5th	17.4 km/h	10.8 mph
6th	23.7 km/h	14.7 mph
7th	32.6 km/h	20.3 mph
8th	47.4 km/h	29.5 mph
Reverse		
1st	3.3 km/h	2.0 mph
2nd	6.1 km/h	3.8 mph
3rd	8.8 km/h	5.5 mph
4th	13.7 km/h	8.5 mph
5th	25.7 km/h	16.0 mph
6th	37.4 km/h	23.3 mph

• Calculated with no slip and 14.0R24 tires.

Service Refill

Fuel Capacity	394 L	104 gal
Cooling System	57.0 L	15.0 gal
Hydraulic System		
Total	100 L	26.4 gal
Tank	64.0 L	16.9 gal
Engine Oil	30.0 L	7.9 gal
Trans./Diff./Final Drives	70.0 L	18.5 gal
Tandem Housing (Each)	87.0 L	22.9 gal
Front Wheel Spindle Bearing Housing	0.5 L	0.13 gal
Circle Drive Housing	7.0 L	1.8 gal
Diesel Exhaust Fluid	22.0 L	5.8 gal

Frame

Circle		
Diameter	1553 mm	61.1 in
Height	160 mm	6.3 in
Blade Beam Thickness	40.0 mm	1.6 in
Drawbar		
Height	152 mm	6.0 in
Width	76.2 mm	3.0 in
Thickness	12.7 mm	0.50 in
Front-Top/Bottom Plate		
Width	305 mm	12.0 in
Thickness	22.0 mm	0.87 in
Front Frame Structure		
Height	321 mm	12.6 in
Width	305 mm	12.0 in
Front Axle		
Height to Center	596 mm	23.5 in
Wheel Lean, Left/Right	18°	
Total Oscillation per Side	32°	

• Front-top/bottom plate – width tolerance ±2.5 mm (0.098 in).

Tandems

Height	572 mm	22.5 in
Width	204 mm	8.0 in
Sidewall Thickness		
Inner	17.5 mm	0.69 in
Outer	18.0 mm	0.71 in
Drive Chain Pitch	50.8 mm	2.0 in
Wheel Axle Spacing	1523 mm	60.0 in
Tandem Oscillation		
Front Up	15°	
Front Down	25°	

Moldboard

Blade Width	4.2 m	14 ft
Moldboard		
Height	610 mm	24.0 in
Thickness	22.0 mm	0.87 in
Arc Radius	413 mm	16.3 in
Throat Clearance	166 mm	6.5 in
Cutting Edge		
Width	152 mm	6.0 in
Thickness	16.0 mm	0.60 in
End Bit		
Width	152 mm	6.0 in
Thickness	16.0 mm	0.60 in
Blade Pull		
Base GVW	11 762 kg	25,931 lb
Maximum GVW	15 541 kg	34,262 lb
Base GVW (AWD)	16 700 kg	36,817 lb
Maximum GVW (AWD)	22 512 kg	49,630 lb
Blade Down Pressure		
Base GVW	7713 kg	17,004 lb
Maximum GVW	13 294 kg	29,308 lb
Base GVW (AWD)	8589 kg	18,935 lb
Maximum GVW (AWD)	13 294 kg	29,308 lb

Blade Range

Circle Centershift		
Right	728 mm	28.7 in
Left	695 mm	27.4 in
Moldboard Sideshift		
Right	660 mm	26.0 in
Left	510 mm	20.1 in
Maximum Blade Position Angle	90°	
Blade Tip Range		
Forward	40°	
Backward	5°	
Maximum Shoulder Reach Outside of Tires		
Right	2278 mm	89.7 in
Left	2090 mm	82.3 in
Maximum Lift Above Ground	452 mm	17.8 in
Maximum Depth of Cut	750 mm	29.5 in

Ripper

Ripping Depth, Maximum	426 mm	16.8 in
Ripper Shank Holders	5	
Ripper Shank Holder Spacing	533 mm	21.0 in
Penetration Force	9440 kg	20,812 lb
Pryout Force	12 924 kg	28,493 lb
Machine Length Increase, Beam Raised	1031 mm	40.6 in

Scarifier

Front, V-Type: Working Width	1205 mm	47.4 in
Front, V-Type, 5 or 11 Tooth		
Working Width	1031 mm	40.6 in
Scarifying Depth, Maximum	467 mm	18.4 in
Scarifier Shank Holders	5/11	
Scarifier Shank Holder Spacing	116 mm	4.6 in
Mid, V-Type		
Working Width	1184 mm	46.6 in
Scarifying Depth, Maximum	292 mm	11.5 in
Scarifier Shank Holders	11	
Scarifier Shank Holder Spacing	116 mm	4.6 in
Rear		
Working Width	2133 mm	84.0 in
Scarifying Depth, Maximum	426 mm	16.8 in
Scarifier Shank Holders	9	
Scarifier Shank Holder Spacing	267 mm	10.5 in

Weights

Gross Vehicle Weight, Base		
Total	17 563 kg	38,719 lb
Front Axle	4494 kg	9,907 lb
Rear Axle	13 069 kg	28,812 lb
Gross Vehicle Weight, Maximum		
Total	25 013 kg	55,144 lb
Front Axle	7745 kg	17,075 lb
Rear Axle	17 268 kg	38,069 lb
Operating Weight, Typically Equipped		
Total	20 660 kg	45,547 lb
Front Axle	6004 kg	13,237 lb
Rear Axle	14 656 kg	32,310 lb

Weights – AWD

Gross Vehicle Weight, Base		
Total	18 555 kg	40,908 lb
Front Axle	5004 kg	11,033 lb
Rear Axle	13 551 kg	29,875 lb
Gross Vehicle Weight, Maximum		
Total	25 013 kg	55,144 lb
Front Axle	7745 kg	17,075 lb
Rear Axle	17 268 kg	38,069 lb
Operating Weight, Typically Equipped		
Total	21 552 kg	47,514 lb
Front Axle	6481 kg	14,289 lb
Rear Axle	15 071 kg	33,225 lb

- Base operating weight on standard machine configuration is calculated with full fuel tank, coolant, lubricants, operator and 14.0R24 tires with multi-piece (MP) rims.
- Typically equipped operating weight is calculated with push block, transmission guard, rear ripper/scarifier, 17.5R25 tires with multi-piece (MP) rims, and other equipment.

Standards

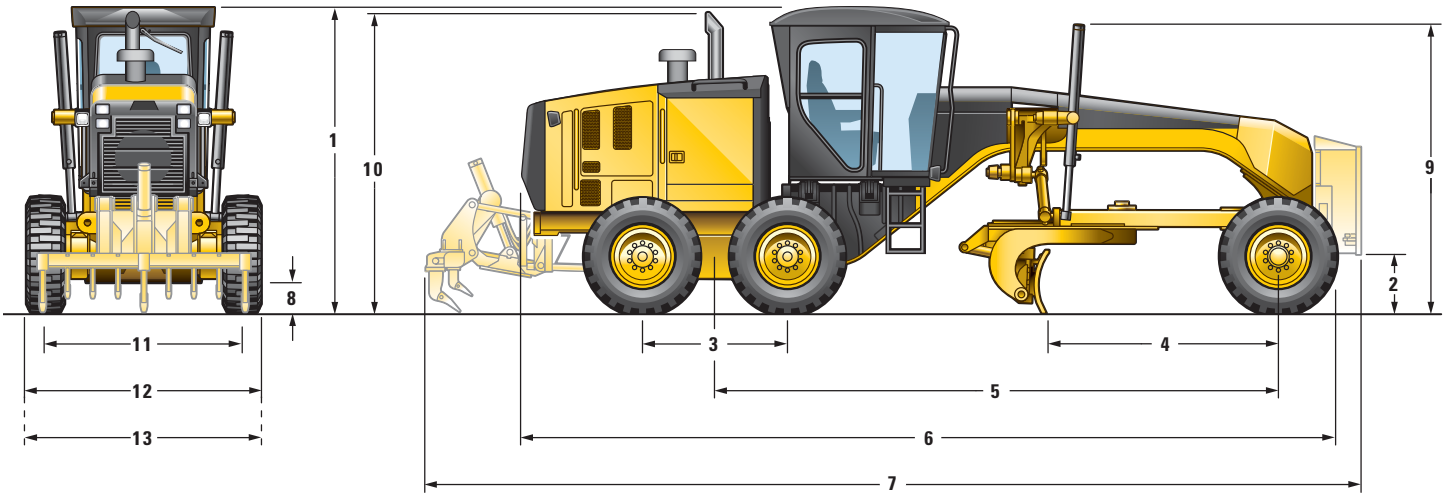
ROPS/FOPS	ISO 3471; ISO 3499
Steering	ISO 5010
Brakes	ISO 3450
Sound	ISO 6394; ISO 6395

- The declared dynamic operator sound pressure level is 71 dB(A) for the 160 and 160 AWD when "ISO 6396:2008" is used to measure the value for a European Union "CE" marked machine. The measurement was conducted at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds.
- The declared exterior sound power level is 107 dB(A) for the 160 and 108 dB(A) for the 160 AWD when the value is measured according to the dynamic test procedures and the conditions that are specified in "ISO 6395:2008." The measurement was conducted for a European Union "CE" marked machine at 70% of the maximum engine cooling fan speed. The sound level may vary at different engine cooling fan speeds and during diesel particulate filter regeneration.

Air Conditioning System

The air conditioning system on this machine contains the fluorinated greenhouse gas refrigerant R134a (Global Warming Potential = 1430). The system contains 1.8 kg of refrigerant which has a CO_2 equivalent of 2.574 metric tonnes.

Dimensions



		140/140 AWD		150/150 AWD		160/160 AWD	
		mm	in	mm	in	mm	in
1	Height – Top of Cab	3308	130	3308	130	3308	130
2	Height – Front Axle Center	596	23.5	596	23.5	596	23.5
3	Length – Between Tandem Axles	1523	60.0	1523	60.0	1523	60.0
4	Length – Front Axle to Moldboard	2552	100	2552	100	2552	100
5	Length – Front Axle to Mid Tandem	6123	241	6123	241	6123	241
6	Length – Front Tire to Rear of Machine	8912	351	8912	351	8912	351
7	Length – Counterweight to Ripper	10 136	399	10 136	399	10 136	399
8	Ground Clearance at Rear Axle	339	13.3	339	13.3	339	13.3
9	Height to Top of Cylinders	3040	120	3040	120	3040	120
10	Height to Exhaust Stack	3256	128	3256	128	3256	128
11	Width – Tire Center Lines	2140	84.3	2140	84.3	2140	84.3
12	Width – Outside Rear Tires	2511	98.9	2511	98.9	2511	98.9
13	Width – Outside Front Tires	2511	98.9	2511	98.9	2511	98.9

• Calculated with 14.0R24 Tires.

Optional Tire Arrangements

Common Tire Options

140/140 AWD		
Rim Size	**Wheel Group**	**Tires**
9 × 24	Single-Piece	14.0R24
13 × 25	Single-Piece	17.5R25
10 × 24	Multi-Piece	14.0R24
10 × 24	Multi-Piece	14.0-24
14 × 25	Multi-Piece	17.5R25
14 × 25	Multi-Piece	17.5-25

150/150 AWD		
Rim Size	**Wheel Group**	**Tires**
9 × 24	Single-Piece	14.0R24
13 × 25	Single-Piece	17.5R25
10 × 24	Multi-Piece	14.0R24
10 × 24	Multi-Piece	14.0-24
14 × 25	Multi-Piece	17.5R25
14 × 25	Multi-Piece	17.5-25

160/160 AWD		
Rim Size	**Wheel Group**	**Tires**
9 × 24	Single-Piece	14.0R24
13 × 25	Single-Piece	17.5R25
10 × 24	Multi-Piece	14.0R24
10 × 24	Multi-Piece	14.0-24
14 × 25	Multi-Piece	17.5R25
14 × 25	Multi-Piece	17.5-25

Note: Consult your dealer for individual tire width, size and brand.

Standard Equipment

Standard equipment may vary. Consult your Cat dealer for details.

POWER TRAIN

- Air cleaner, dual stage, dry type, diesel, with automatic engine derate and automatic dust ejector, service indicator through Cat Messenger
- Air-to-air after cooler (ATAAC)
- Belt, serpentine, automatic tensioner
- Brakes, oil disc, four-wheel, hydraulic
- Demand fan, hydraulic, swing-out
- Diesel exhaust fluid tank, 22.0 L (5.8 gal) ground level access, and sediment drain
- Differential Lock/Unlock, Automatic
- Drain, engine oil, ecology
- Economy mode
- Electronic over speed protection
- Engine, C9.3, U.S. EPA Tier 4 Final/ EU Stage V emission standards
- Fuel tank, 394 L (104 gal), ground level access and sediment drain
- Parking brake – multi-disc, sealed, oil-cooled
- Priming pump, fuel
- Rear axle, modular
- Sediment drain, fuel tank
- Tandem drive
- Transmission, 8F/6R, powershift, direct drive, Advanced Productivity Electronic Control Strategy (APECS)

ELECTRICAL

- Alarm, back up
- Alternator, 150 ampere, sealed
- Batteries, maintenance free, heavy duty, 1125 CCA
- Breaker panel, ground accessible
- Cab harness and electrical hydraulic valves
- Electrical system, 24V
- Grade Control Ready – Cab harness, software, electrical hydraulic valves, bosses and brackets
- Lights, roof-mounted roading, reversing, LED stop and tail
- Product Link
- Starter, electric

OPERATOR ENVIRONMENT

- Accelerator
- Air conditioning with heater
- Arm and wrist rest, electronically adjustable
- Articulation, automatic Return-to-Center
- Cat Messenger operator information system
- Centershift pin indicator
- Coat hook
- Cup holder
- Display, digital speed and gear
- Doors, left and right side with wiper
- Gauge, machine level
- Gauge cluster (analog) – fuel, articulation, engine coolant temp, engine RPM, hydraulic oil temp, regen, DEF
- Hour meter, digital
- Joystick hydraulic controls right/left blade lift with float position, circle drive, blade sideshift and tip, centershift, front wheel lean, articulation and power steering
- Joystick, adjustable armrests
- Joystick gear selection
- Joystick hydraulic power steering
- Ladders, cab, left and right side
- Lights, night time cab
- Mirror, inside rearview, wide angle
- Power port, 12V
- Radio Ready, Entertainment
- ROPS cab, sound suppressed 70 dB(A)
- Seat, cloth-covered, comfort suspension
- Seat belt, retractable 76 mm (3 in)
- Storage area for cooler/lunchbox
- Throttle control, electronic
- Windows, laminated glass:
  - fixed front with intermittent wiper
  - door with intermittent wipers (3)
- Windows: tempered
  - left and right side wipers
  - rear and intermittent wiper

FLUIDS

- Antifreeze
- Extended Life Coolant to –35° C (–30° F)

TIRES, RIMS AND WHEELS

- Partial allowance for tires on 254 × 607 mm (10 × 24 in) multi-piece rims is included in the base machine price and weight

OTHER STANDARD EQUIPMENT

- Accumulators, brake, dual certified
- Anti-glare paint
- Bumper, rear, integrated with hitch
- CD ROM Parts Book
- Clutch, circle drive slip
- Cutting edges
  - 152 × 16 mm (6 × 5/8 in)
  - curved DH-2 steel
  - 19 mm (3/4 in) mounting bolts
- Doors (3), engine compartment, locking
- Drawbar – 6 shoes, replaceable wear strips
- Electrical hydraulic valves, hydraulic lines for base 8 functions
- Endbits
  - 16 mm (5/8 in) DH-2 steel
  - 19 mm (3/4 in) mounting bolts
- Fluid check, ground level
- Frame, articulated, with safety lock
- Ground level engine shutdown
- Hammer (emergency exit)
- Horn, electric
- Hydraulic lines for base functions
- Lockout, hydraulic implement (for roading and servicing)
- Moldboard
- Mounting, cab roof accessories
- Pump, hydraulic, high capacity, 98 cm^3 (6 in^3)
- Radiator, cleanout access (both sides with swing doors)
- Secondary steering
- Serviceability, LH side
- S·O·S℠ ports: engine, hydraulic, transmission, coolant, fuel
- Tandem walkway/guards
- Tool box

Optional Equipment

Optional equipment may vary. Consult your Cat dealer for details.

	kg*	lb*
ELECTRICAL		
• Alternator, 280 ampere	2	5
• Batteries:		
– extreme duty, 1,400 CCA	14	30
• Lights:		
– Headlights, high	38	84
– Headlights, low	35	77
– Working lights, basic	9	20
– Working lights, plus, LED	10	22
– Warning: beacon or strobe	2	5
– Mounting for warning light	5	11
GUARDS		
• Articulation guard	5	11
• Fenders, front	121	266
• Fenders, front, AWD	56	124
• Fenders, rear	156	344
• Front axle guard	13	30
• Sound suppression (bottom)	110	243
• Sound suppression (enclosure)	15	33
• Transmission	141	311
OPERATOR ENVIRONMENT		
• Mirrors, outside:		
– heated 24V	15	33
– mounted	15	33
• Comfort Plus Arrangement	2	4
• Comfort Premium Arrangement	3	7

	kg*	lb*
POWER TRAIN		
• All Wheel Drive	892	1,967
• Precleaner, snow	2	5
• Starter, extreme duty, 1,000 Amps	22	48
• Transmission, autoshift	2	5
OTHER ATTACHMENTS		
• Auto Articulate		
• Stable Blade		
• Cat GRADE:		
– Digital Blade Slope Meter		
– Cross Slope Indicate		
– Cross Slope		
– Cat Production Measurement		
• AccuGrade ARO	46	101
• Integrated cross slope	47	103
• Accumulators, blade lift	55	121
• Camera, rearview	9	20
• Cat Product Link 321SR	13	29
• Cat Product Link 522	13	29
• Circle Saver	4.5	10
• Drain, ecology, engine Wiggins	2	5
• Heater, engine coolant:		
– 120V	1	3
– 240V	1	3
• Hydraulic arrangements with one or more additional hydraulic valves are available for rear ripper, dozer, snow plow and snow wing.		
• Snow wing mounting, frame ready	91	200
• Starting aid, ether	0.5	1
• Reversing fan, automatic or manual	6	13

	kg*	lb*
WORK TOOLS/G.E.T.		
• Blade extension, left hand, 610 mm (2 ft)	113	249
• Blade extension, right hand, 610 mm (2 ft)	113	249
• Counterweight	427	939
• Cutting edges, curved	43	95
• Endbits, overlay	24	52
• Front lift group, mounting	5	11
• Front lift group, mechanical	680	1,500
• Grader bit, narrow and super penetration	181	400
• Mid-Mount Scarifier, Package	917	2,017
• Moldboard		
– 4267 mm × 610 mm × 22 mm (14 ft × 24 in × 7/8 in)	147	323
– 4267 mm × 686 mm × 25 mm (14 ft × 27 in × 1 in)	284	625
160/160 AWD only:	472	1,040
– 4877 mm × 686 mm × 25 mm (16 ft × 27 in × 1 in)		
• Push plate	1285	2,833
• Ripper, rear	1042	2,292
• Ripper tooth	28	61
• Scarifier, front	434	956
• Snow Arrangement	161	355
• Snow Wing Ready Package	119	262
• Tow hitch	53	116
MACHINE ARRANGEMENTS		
• Canadian Arrangement	2	4
• European Arrangement	289	637
• TUV Roading Arrangement	451	994

*Weights shown are to be added to the standard configuration when option is chosen.

For more complete information on Cat products, dealer services, and industry solutions, visit us on the web at **www.cat.com**

AEHQ7144-04 (07-2019)
Replaces AEHQ7144-03
Build Number: 15A

Materials and specifications are subject to change without notice. Featured machines in photos may include additional equipment. See your Cat dealer for available options.

rm401admin@sasktel.net

From: RM of Hoodoo No 401 <rm401@sasktel.net>
Sent: May 13, 2021 10:45 AM
To: Joan Corneil
Subject: FW: Signs for Schitka Beach

Joan - for your attention

Fay Stewart
R.M. of Hoodoo No. 401
Ph. 306-256-3281

-----Original Message-----
From: Brenda Kolla [mailto:bkolla@hotmail.com]
Sent: Thursday, May 13, 2021 10:33 AM
To: RM 401 <rm401@sasktel.net>
Subject: Signs for Schitka Beach

Dear Joan,

The speed limit on Schitka Beach is 30km. It has been noted that people are not abiding by the speed limit. Unfortunately it is the general traffic as well as the local traffic thats not following the rules. Right now we have a sign at the top of the hill that we purchased by ourselves. "WE LOVE OUR CHIILDREN DRIVE SLOWLY AND CAREFULLY."We also replaced the 30km as it was very faded and unreadable.There is one at the beginning of the beach saying SLOW WATCH FOR CHILDREN and 2 at the very end that have CHILDREN AT PLAY. These signs have been there for a long period of time and obviously are ignored or not seen. It is my request to have more signs stating the speed limit and more "Children at play" or something similar put along the beach.

It is my understanding that other beaches on the lake are experiencing the same issues with people speeding. Is it possible that an email could be sent out to all of the cabin owners reminding them to abide by the speed limit. FYI I just noted that other lakes have 10 km as their speed. Thank you in advance.

Sincerely
Brenda Kolla

Sent from my iPhone

Rural Municipality of Hoodoo No.401 Report

For: RM of Hoodoo - council
Date: May 31, 2021
From: Fay Stewart
Title: Tax enforcement update – Roll 188 100

Options:

1. **Receive & file**
2. **That Council authorizes that for roll 188 100, an agreement be entered into for receipt of monthly tax payments of $200, instead of monthly tax payments of $240 as previously decided at the April 14, 2021 meeting.**
3. **Other (Council)**

Background: At the April 14, 2021 meeting the following motion was passed regarding this roll #:

"That Council authorizes an agreement be entered into with the owners of roll 188 100 to make monthly tax payments of $240, with the understanding that if after 3 years a higher payment amount may be renewed if necessary." (see report from that meeting)

Discussion: Taxervice reached out to the property owners, and they are unable to commit $240/month. They are only able to commit $200, which is what they had been paying since November 2020.

Financial Implications: See attached email re: summary for how long it will take to repay

Attachments: Email from Tracey at Taxervice

Conclusion: Council can agree to the current payment plan or proceed with tax enforcement

Respectfully submitted,

Fay Stewart

RM of Hoodoo No 401

From: Tracy G. <TracyG@taxervice.com>
Sent: Thursday, May 13, 2021 1:32 PM
To: RM of Hoodoo No 401
Subject: Rural Municipality of Hoodoo - 2018 Arrears - Roll 188100/[redacted]

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Fay,

This is further to our telephone conversation this afternoon. Our office has spoken to [redacted] with respect to [redacted] property. [redacted] has been making regular monthly payments of $200. [redacted] is able to commit to monthly payments of $200. In one year's time these payments would amount to $2,400. The amount of arrears and taxes owing as of today's date is $4,500 and the annual levy is approximately $1,300. (penalty will continue to accumulate and taxes will continue to be levied) Typically, a reasonable payment plan will see the arrears current within a three year period. In this case, that would require a substantially higher payment amount, but [redacted] are unable to commit to anything more at this time. Would the Municipality be willing to enter into a three year term agreement for payment of taxes with the option for a renewal.

An agreement would not stop the tax enforcement/recovery process, however, it would postpone further proceedings at this time. If at any time the payment arrangement is defaulted upon, proceedings could be pursued.

Please confirm the above is acceptable, and we will prepare a draft agreement for your review. Our fee for preparing a formal agreement is very reasonable (approximately $200) and can be added to the roll.

Tracy G.
Account Executive

TAXervice

T: 877.734.3113 Ext. 108
F: 877.734.1050
E: tracyg@taxervice.com
W: www.taxervice.com

May 18, 2021

Rural Municipality of Hoodoo No. 401
BOX 250
CUDWORTH SK | S0K 1B0

Dear Reeve Kolla and Councillors:

Re: Rural Integrated Road for Growth (RIRG) Stimulus Funding Approval
2021 Clay Capping Project

I am pleased to inform you that the RM of Hoodoo's road construction project N 7 and Pt 8-40-27 has obtained final approval from the Honourable Fred Bradshaw as of May 10th, 2021 and will receive funding assistance from the 2021 RIRG Stimulus Funding Road Construction Program.

RIRG funding approval for the clay capping project located at N 7 and Pt 8-40-27 shall be conditional upon receipt of the attached RIRG Funding Agreement and other required documentation by July 31st, 2021. Should your Municipality fail to furnish the RIRG Funding Agreement and other required documentation by 4:00 pm CST on July 31st, 2021, your Municipality shall forfeit your RIRG funding approval for the current program year and those corresponding monies will be redistributed.

The attached agreement shall be signed by the Reeve and the Administrator and the signed copy of the agreement shall be returned to SARM. The approved agreement will be retained by SARM for its records and an electronic signed version will be sent for your records. Until such time that the attached agreement is completed and returned to SARM, funding assistance cannot be provided.

Please note the following:

1. Financial Contribution;
    a. The Annual Assistance Rate for the Municipality is 50 percent to a maximum contribution of $500,000.00;
    b. The total cumulative contribution to the RM of Hoodoo No, 401 approved RIRG road projects shall not exceed $140,625.00;
    c. The estimated cost for the project is $281,250.00;

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REGINA, SK
S4V 3A4

   d. The Municipal Economic Enhancement Program (MEEP), Municipal Revenue Sharing (MRS) and/or Federal Gas Tax Fund (GTF) may be used towards a RMs contribution.
2. Engineering;
   a. The Municipality shall employ a Professional Engineer registered to practice in Sackatchewan and the Engineer shall have Permission to Consult in an area of practice directly related to roadway projects.
3. Public Procurement;
   a. The Municipality shall publicly procure all aspects of the Project.
   b. The Municipality shall publicly procure the services of a Professional Engineer in the event the services are over $75,000.00;
   c. All procurement documents shall be prepared by the Municipality and/or its Owner's Engineer;
   d. A Bid Tabulation of the Tender results shall be provided to SARM one week after the opening of the procurement document;
   e. Any COVID-19 related costs shall be incorporated into the procurement document; such as allowing cost increases based on a per diem per employee and cost for personal protective equipment and;
   f. Virtual Tender Openings will be acceptable.
4. Timeline;
   a. The Municipality shall procure an Owner's Engineer and shall furnish the Professional Services Agreement to SARM by 4:00 pm CST on July 31st, 2021;
   b. Contractor/Labour must be procured and awarded by Jan 31st, 2022;
   c. All work shall be completed by Dec 31st, 2022, and;
   d. All eligible costs shall be submitted by Feb 23rd, 2023.
5. COVID-19 Procurement considerations;
   a. Social distancing; hold project meetings by videoconference; post applicable protocols and circulate by email;
   b. PPE equipment must made readily available; Make sanitizer (hand and cleaning) readily available and/or additional temporary washing stations with soap/water and extra sanitizer;
   c. Remove or check personnel exhibiting symptoms, etc.;
   d. If you are a "contractor" or "prime contractor" under Saskatchewan occupational health and safety act/regulations, review your obligations for disease control as well as "General Duty Clause";
   e. Consider re-organizing workflow and schedule to minimize the number of personnel on site at any given time;
   f. Proper Covid-19 warning and alert signage;

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REGINA, SK
S4V 3A4

g. Refer to the Ministry of Highways suggested COVID-19 Protocol: In Highways we identified the following six additional areas that have high risk for employees, contractors and public health and safety during the COVID-19 pandemic and developed a best practice document to minimize the potential spread of the virus on a construction project.
    1. Site Based Risk Assessment Checklist
    2. Routine Cleaning and Best Hygiene Practices
        a. Sanitizing Work Surfaces – Safe Work Procedure (SWP/SOP)
        b. Personnel Hygiene
    3. Social Distancing
    4. Travelling to/from worksite
    5. Hotel and/or Camp Accommodation
    6. Enforcement and Audit
h. For detailed COVID-19 related information please refer to the document included in the email.

Your RM may receive more than one project agreement. Choose which project/projects to proceed with up to a maximum grant funding of **$500,000.00 per year per RM for road infrastructure**.

If you have any questions or concerns, please contact Terry Hoeving, Infrastructure Development Committee Advisor & RIRG Lead by phone at 306-761-3736 or by email at thoeving@rirg.ca.

Sincerely,

Terry Hoeving
IDC Advisor and RIRG Lead
Phone: (306) 761-3736
E-mail: thoeving@rirg.ca

Rural Integrated Road for Growth Program 2301 Windsor Park Road, Regina, SK | S4V 3A4

RURAL INTEGRATED ROADS FOR GROWTH

CAPITAL PROJECT FUNDING AGREEMENT

BETWEEN:

THE SASKATCHEWAN ASSOCIATION OF RURAL MUNICIPALITIES
(herein SARM)

- and -

RURAL MUNICIPALITY OF HOODOO
(herein the Municipality)

(the Parties)

Whereas:

The Ministry of Highways (the Ministry) is responsible for developing and implementing policies and programs for transportation that support the economic growth and well-being of Saskatchewan;

The costs associated with the construction of municipal roads to standards suitable for the safe and efficient transportation of the increased resource related traffic is the responsibility of the municipality in which the road is located;

The Ministry has developed the Rural Integrated Roads for Growth (RIRG) Program for the purpose of contributing to the cost of the construction of municipal roadways to the standard suitable for safe and efficient transportation of local, provincial and national traffic;

SARM and the Ministry have entered into an agreement where SARM shall administer the RIRG Program on behalf of the Ministry;

The Municipality has applied for funding for a project under RIRG ("the Project");

The Program Management Board established by SARM and the Ministry has approved the Project for funding under RIRG, on the condition that the Municipality enter into this Agreement with SARM;

Now therefore, the Parties agree as follows:

1. DEFINITIONS

1.1. In this agreement:

a) “Eligible Costs” shall mean all engineering fees and construction costs directly related to the Project, as described in the document attached hereto and marked as Appendix “A”;

b) “Professional Engineer” shall mean a Professional Engineer contracted directly with the Municipality and registered to practice in Saskatchewan with Permission to Consult in an area of practice directly related to the Project;

c) "Program Management Board" shall mean a committee comprised of representatives of the Ministry and SARM established to provide recommendations to the Minister of Highways and Infrastructure regarding the administration of the RIRG program;

d) “Project" means the Clay Capping project on a municipal road located at N 7 and Pt 8-40-27 in the Municipality;

e) "Road" shall mean the public highway on which the Project is to be completed.

2. FINANCIAL CONTRIBUTION BY SARM

2.1. SARM shall pay to the Municipality a sum equal to 50 percent of the Eligible Costs up to a maximum of $500,000.00 per year, per Rural Municipality, incurred on or before Dec 31st, 2022 submitted to SARM before Feb 23rd, 2023.

2.2. SARM’s total contribution to the Project shall not exceed $140,625.00.

2.3. SARM shall make payment contributions to the Municipality upon receipt of Application for Grant Payment, subject to a holdback of 10% per contribution or such greater amount as required by Clause 2.6. The holdback funds shall be released to the Municipality upon receipt of the Professional Engineer’s completion certificate and satisfactory completion of Clause 3.4.

2.4. SARM’s final contribution will be paid to the Municipality within sixty (60) days of submission of a duly completed Application for Grant Payment, with supporting documents, including proof of Eligible Costs and the Professional Engineer’s Certificate verifying that the Project has been constructed to the required standards.

2.5. The Municipality shall be responsible for all other costs related to the Project.

2.6. The financial contribution from SARM for costs related to the Project, shall be reduced by the amount received from any federal or provincial government programs utilized by the Municipality.

2.7. Notwithstanding section 2.6, the Municipality may utilize Municipal Revenue Sharing (MRS), the Federal Gas Tax Fund (GTF) or the Municipal Economic Enhancement Program (MEEP) to fund the Municipality's share of costs related to the Project.

3. DIRECTION, CONTROL AND SUPERVISION OF THE PROJECT

3.1. The Municipality shall have sole direction, control, management and supervision of the Project, including for all surveying, design, tendering and construction required for the successful completion of the Project.

3.2. The Municipality shall, at its expense, procure all permits, licenses, certificates, clearances and consents required to perform the work and services of this Agreement.

3.3. The Municipality shall ensure that the Project complies with applicable federal, provincial and municipal statutes, regulations, guidelines, standards, and bylaws.

3.4. Where the Project is for road construction, it shall meet the design requirements attached hereto and marked as Appendix "B".

3.5. Where the Project is for bridge construction, it shall meet the design requirements attached hereto and marked as Appendix "C".

3.6. The Municipality shall ensure that all work, services, and materials provided to the Project are of a good quality and that the Project is completed in a good and professional manner, in accordance with recognized standards, methods, practices and principles employed in the industry for similar work and in accordance with the terms of this Agreement and all applicable codes, laws and regulations.

3.7. The Municipality shall submit to SARM a fully executed contract or agreement between the Municipality and the Professional Engineer designing and supervising construction of the Project by 4:00 pm CST on July 31st, 2021.

3.8. For the purposes of section 3.7, if the Project is a "Bridge Construction Project", the Municipality shall employ:

a) SARM Municipal Bridge Services as its Professional Engineer to be solely responsible for the bridge design and the selection of the construction supervisor employed by the Municipality; or

b) a Professional Engineer other than SARM Municipal Bridge Services by written request to SARM, naming the proposed Professional Engineer, and where approved by the Program Management Board, the Municipality and Professional Engineer shall be required to sign a declaration stating that the Project will meet all necessary Program requirements as further described in the declaration.

3.9. The Municipality shall provide a project update to SARM if requested to do so by SARM.

4. PUBLIC UTILITIES

4.1. The Municipality shall be responsible to arrange for the relocation of any utilities that may be required.

5. PROCUREMENT

5.1. The Municipality shall publicly procure all components of the Project. All procurement documents shall be prepared by the Municipality and/or the Professional Engineer.

5.2. The Municipality shall publicly procure the services of a Professional Engineer in the event those services are $75,000 or greater.

5.3. The procurement process shall be open, fair, and transparent to all bidders. Without limiting the generality of the foregoing, the procurement process shall exhibit the following principles:

a) Procurement packages shall be complete with reasonable estimations of all quantities and all relevant specifications;

b) Procurement packages shall have the same requirements for all bidders.

c) Procurement packages shall be available sufficiently in advance of tender opening to permit bidders adequate time to prepare their bid; and

d) The procurement results shall be publicly released.

5.4. All bids for construction shall be accompanied by a minimum 5% bid bond or certified cheque. A minimum 50% performance bond and a minimum 50% labour and material payment bond shall be required upon award of the procurement.

5.5. The Municipality may submit a bid on its own construction procurement competition by written request to SARM if the Project is "Grading," "Clay Capping", "Granular Seal Coat," or "Base and Subbase". To obtain approval, the Municipality and the Professional Engineer shall be required to sign a declaration stating that the Project will meet all necessary requirements as further described in the declaration document. The Municipality shall ensure the intent to bid on its own project remains confidential.

5.6. Competitions for construction shall be awarded by Jan 31st, 2022.

5.7. The Municipality shall submit a summary of the eligible bids opened during the public opening to SARM by April, 15th 2022. The summary shall include the names of bidders, the value of the bids read during the opening and any corrected bid totals.

6. DIRECTION, CONTROL AND SUPERVISION OF THE ROAD

6.1. Nothing in this agreement alters, transfers, or diminishes the Municipality's responsibility for the direction, control and management of the road, including its maintenance, in accordance with the Municipality's statutory obligations.

7. INDEMNITY

7.1. The Municipality shall indemnify and hold harmless SARM as well as its employees, agents and representatives, against all claims, liabilities, losses, damages, costs, expenses and causes of action, or demands or other proceedings by whomsoever made, relating to injury, including death, to persons or loss of or damage to property, that are in any manner based upon, occasioned by attributable to or arise out of:

a) any breach or failure by the Municipality to perform any provision of its obligations set forth in this Agreement; or

b) the acts or omissions of the Municipality, its contractors, officers, agents or employees.

8. RELATIONSHIP OF SARM AND THE MUNICIPALITY

8.1. SARM's role will be confined to providing financial support. Nothing in this Agreement shall be construed to make the parties principal and contractor or agent, or render either of them liable for the acts, omissions, debts, responsibilities or obligations of the other.

9. INSPECTION AND AUDIT

9.1. SARM shall, at all times and for all purposes, have full and free access to the site where work or services have been, are being or are to be performed and the Municipality shall provide all reasonable assistance to facilitate inspection of the work in progress, or the completed work, at any time during the term of this agreement.

9.2. The Municipality shall keep proper accounts and records of all costs incurred in connection with the Project and shall keep all invoices, receipts and vouchers relating thereto. Such documents shall be available during regular business hours for inspection by SARM, who may make copies thereof and take extracts therefrom.

10. TERMINATION

10.1. SARM may, at any time and for whatever reason, suspend or terminate this Agreement by giving thirty (30) days' written notice of suspension or termination to the Municipality.

10.2. If this agreement is suspended or terminated because:

a) a Professional Engineer was not employed by the deadline set forth in Article 3.7 - Direction, Control and Supervision of the Project;

b) the Project is not tendered and awarded by the deadline set forth in Article 5.6- Procurement;

c) a certificate of non-compliance is issued; or

d) the Municipality is in breach of any obligation, representation, warranty, covenant, or undertaking set forth in this Agreement and the breach is not remedied within thirty (30) days from the date the notice is given,

then the Municipality shall be required to repay all, or any lesser sum as SARM may determine, contributions it has received from SARM pursuant to this Agreement.

10.3. If this Agreement is suspended or terminated for a reason other than those set out in 10.1 and 10.2 then the Municipality may be reimbursed for costs properly incurred to the date of suspension or termination and for any additional costs on the Project that are a necessary consequence of the suspension or termination of this Agreement, but shall have no other right to damages or compensation pursuant to this Agreement.

10.4. In order to claim the costs pursuant to section 10.2, the Municipality must, within ten (10) business days of the date of the notice of suspension or termination, deliver to SARM in writing, details setting out a description of the work completed along with estimates, including the dollar value of the outstanding work. SARM reserves the right to determine what, if any, costs will be reimbursed at its sole discretion.

10.5. The failure by SARM to require the fulfilment of the Municipality's obligations, or to exercise any rights herein contained, shall not constitute a waiver, a renunciation, or a surrender of those rights.

11. NOTICES

11.1. Any notice required to be given by one party to the other, may be given by delivery in person, mail, fax or email as follows:

SARM: Terry Hoeving
Infrastructure Development Committee Advisor & RIRG Lead
Saskatchewan Association of Rural Municipalities
2301 Windsor Park Road
Regina, Saskatchewan | S4V 3A4
Telephone: 306-761-3736
Email: thoeving@rirg.ca

Municipality: Joan Corneil
Rural Municipal Administrator
RM of Hoodoo

BOX 250
CUDWORTH, Saskatchewan | S0K 1B0
Telephone: 306-256-3281
Email: rm401@sasktel.net

12. DISPUTE RESOLUTION

12.1. All disputes arising out of this agreement shall be resolved in accordance with the following process:

a) road project disputes shall be referred to SARM's Infrastructure Development Committee Advisor & RIRG Lead; and

b) bridge project disputes shall be referred SARM's Director of Municipal Bridge Services.

12.2. Should there be no resolution pursuant to section 12.1, the Municipality may present their case to the Program Management Board, whose decision shall be final.

12.3. Unless otherwise agreed in writing the Municipality shall continue to carry out its duties under this agreement during proceedings under this section.

13. GENERAL

13.1. This Agreement constitutes the entire agreement between the parties and supersedes all previous negotiations. No implied terms or obligations of any kind shall arise from anything in this agreement or otherwise, and the express provisions and agreements contained herein are the only provisions and agreements upon which any rights against a party may be founded.

13.2. No change or modification of this Agreement shall be valid unless it is in writing and signed by each party hereto.

13.3. This Agreement shall be construed to be in accordance with and governed by the laws in force of the Province of Saskatchewan.

IN WITNESS WHEREOF the Parties hereto have executed this Agreement on the day and year hereunder mentioned.

RURAL MUNICIPALITY OF HOODOO NO. 401

_____
(Reeve)

_____
(Administrator)

Date:_____

SARM:

_____
(Executive Director or Designate)

Date:_____

Appendix "A"
Eligible Costs

Eligible Costs shall include:

- Legal land survey and registration;
- Right of way purchase cost (a maximum of 1.5 times assessment);
- Environmental or heritage study cost;
- Engineering design services;
- Cost of relocation of utilities;
- Amounts paid to land owners to establish borrow pits;
- Cost of water and hauling water;
- Material costs such as gravel, culverts, piling, miscellaneous steel plate, bearings, precast concrete, bridgerailing, timbers, hardware, and construction signs if not included in the construction contract bid items;
- Inspection services during fabrication of components;
- Construction Supervision and Contract Administration;
- Contractor/Labour (All work, material, and services required under the Contract);
- Crop damage;
- Seeding of right of way and borrow pits;
- Fence replacement, and;
- Saskatchewan Provincial Sales Tax (PST).

Appendix "B"
Road Construction Design Requirements

All roadway projects shall meet the following requirements:

- Minimum design speed of 90 km/h;
- Minimum surface width of 8.6 m;
- Minimum right-of-way of 42.0 m;
- Minimum side slopes of 4:1;
- Maximum gradient of 8%, and;
- Maximum super elevation 0.08 m/m

Appendix "C"
Bridge Construction Design Requirements

All bridge projects shall be designed to one of the following guidelines or standards:

a) The design of the bridge shall meet the requirements of the Saskatchewan Ministry of Highways and Infrastructure, Bridge Standards – Technical Standards Branch, Bridge Design Criteria, BD-100.

- For the purposes of this Agreement, "Ministry" shall mean the Saskatchewan Association of Rural Municipalities.

or

b) The design of the bridge shall meet the requirements of the Saskatchewan Ministry of Highways and Infrastructure, Short Span Modular Bridge Design Guidelines, BD-200.

- For the purposes of this Agreement:
  - "Ministry" shall mean the Saskatchewan Association of Rural Municipalities;
  - Clause 9.4 shall be changed to read "The width of the bridge shall be a minimum of 8.53 m wide."; and
  - Clause 10.2 shall be changed to read "Abutment backwalls and wingwalls shall be precast concrete or steel. Treated timber backwalls and wingwalls shall not be used.".

or

c) The design of the bridge shall meet the requirements of the Canadian Highway Bridge Design Code (CSA/CAN S6) and shall meet the additional following requirements:

- The Municipality shall not be considered the Regulatory Authority, where, CSA/CAN S6 defines the Regulatory Authority as "the federal, provincial or territorial Minister having governmental jurisdiction and control, his or her nominee, or local authority to whom this authority is delegated."
- The Bridge design shall not be for Temporary Structures, where, CSA/CAN S6 defines a temporary structure as "a structure with a design life less than five years"

Canada

Government of Saskatchewan

GAS TAX FUND / FONDS DE LA TAXE SUR L'ESSENCE

Ministry of Government Relations
Municipal Infrastructure and Finance

410 – 1855 Victoria Avenue
REGINA SK S4P 3T2

Phone (306) 787-8912
Fax (306) 787-3641

May 14, 2021

Joan Corneil, Administrator
Rural Municipality of Hoodoo No. 401
Box 250
CUDWORTH SK S0K1B0

EMAILED

Dear Joan Corneil:

Re: Gas Tax Fund – Infrastructure Investment Plan
IIP 2021-005650 – Stabilize 8 km of Smuts Grid Road

I am pleased to advise that the Infrastructure Investment Plan (IIP) under the federal Gas Tax Fund (GTF) for the above project has been approved by the Ministry of Government Relations.

Based on the information supplied in the IIP, the proposed financing table submitted by the municipality has been updated and is attached. The revised figures reflect the proposed funding amounts accepted by the ministry.

This approval is subject to the terms and conditions of your Municipal Gas Tax Fund Agreement (Agreement), previously entered into with Saskatchewan.

Approved Project Description
Apply ecohaul stabilizer and gravel to 8 km x 9 m of grid road using a grader and then compact the surface to stabilize the road.

Licenses and Permits
The municipality is required to obtain all necessary licenses, permits and approvals required for the project by applicable legislation, regulations and bylaws. The project may be subject to environmental assessment and implementation of any mitigating measures identified by the assessment. It is the municipality's responsibility to make the necessary arrangements in this regard.

Tendering
As set out in your Agreement, the municipality agrees to "award and manage all Contracts in accordance with their relevant policies and procedures and in accordance with applicable international and interprovincial trade agreements, and all other applicable laws." These trade

agreements include, but are not limited to, the *Canadian Free Trade Agreement*, the *New West Partnership Trade Agreement*, and the *Canada-European Union Comprehensive Economic and Trade Agreement*.

For information on procurement and trade obligations, please contact:

- Procurement Advisor, Saskatchewan Urban Municipalities Association at 306-525-4395 or procurement@centralsource.ca.
- Director of Finance, Saskatchewan Association of Rural Municipalities at 306-761-3720 or finance@sarm.ca.
- Priority Saskatchewan at 306-798-1229 or www.saskbuilds.ca.
- Trade and Export Development at 306-787-8910 or nwptradeted@gov.sk.ca.

Reporting Requirements

Municipalities with active projects under the GTF are required to submit a Municipal Annual Expenditure Report (MAER) each calendar year. The MAER is a form that requires municipalities to provide information on interest earned, approved project expenditures, project status and estimated completion date. This project will appear on your 2021 MAER form which will be sent to you early in 2022.

Once a municipality reports a project as complete on their MAER, the Ministry will send out an "outcomes report survey". In order to fulfill the outcomes reporting requirement, the municipality must complete and return the outcomes survey for each completed project funded through the GTF. The survey is required to measure project outcomes achieved through the use of gas tax funding.

The attached checklist will help you track the reporting requirements for your project.

If this project does not proceed as indicated by the municipality in the IIP, and/or if there is a change in the approved project description or funding, please advise the Ministry in writing.

If you have any questions or concerns, please call 306-787-8912 or email gastaxprogram@gov.sk.ca.

Sincerely,

Cathy Moberly, CPA, CMA
Director

Attachment

Federal Gas Tax Fund (GTF) Program
Infrastructure Investment Plan – Reporting Checklist

This checklist is provided to assist you in tracking the reporting requirements for each Infrastructure Investment Plan approved under your Municipal Gas Tax Fund Agreement. Please refer to your Agreement (Annex B and Schedule A) for complete details on other terms and conditions.

For more information on the federal Gas Tax Fund program, visit our website at www.saskatchewan.ca.

Municipality Name **Rural Municipality of Hoodoo No. 401**

Eligible Project Name **Stabilize 8 km of Smuts Grid Road**

Actual or Forecasted Project Start Date _____

Actual or Forecasted Project End Date _____

Infrastructure Investment Plan (IIP)

Required for each project to be funded through the Gas Tax Fund.

☐ Submitted Date _____

☐ Approval Letter Received Date _____ IIP No. **2021-005650**

It may be beneficial to keep a separate file for each IIP so you can report on the following items.

Signage

Required if the gas tax contribution is $100,000 or more. Signage will be identified in the approval letter and signage information, including a Signage Checklist, will be sent to you in an email following approval of your IIP.

Signage identified in letter, and signage information received ☐ Yes ☐ No

If Yes, signage policy reviewed ☐ Yes ☐ No

☐ Ministry notified of signage Date _____

Municipal Annual Expenditure Report (MAER)

Required annually until project is reported as complete. The MAER will be sent to you early each calendar year so you can report on previous year expenditures. Retain copies of invoices to support your submission.

☐ Final MAER submitted Date _____

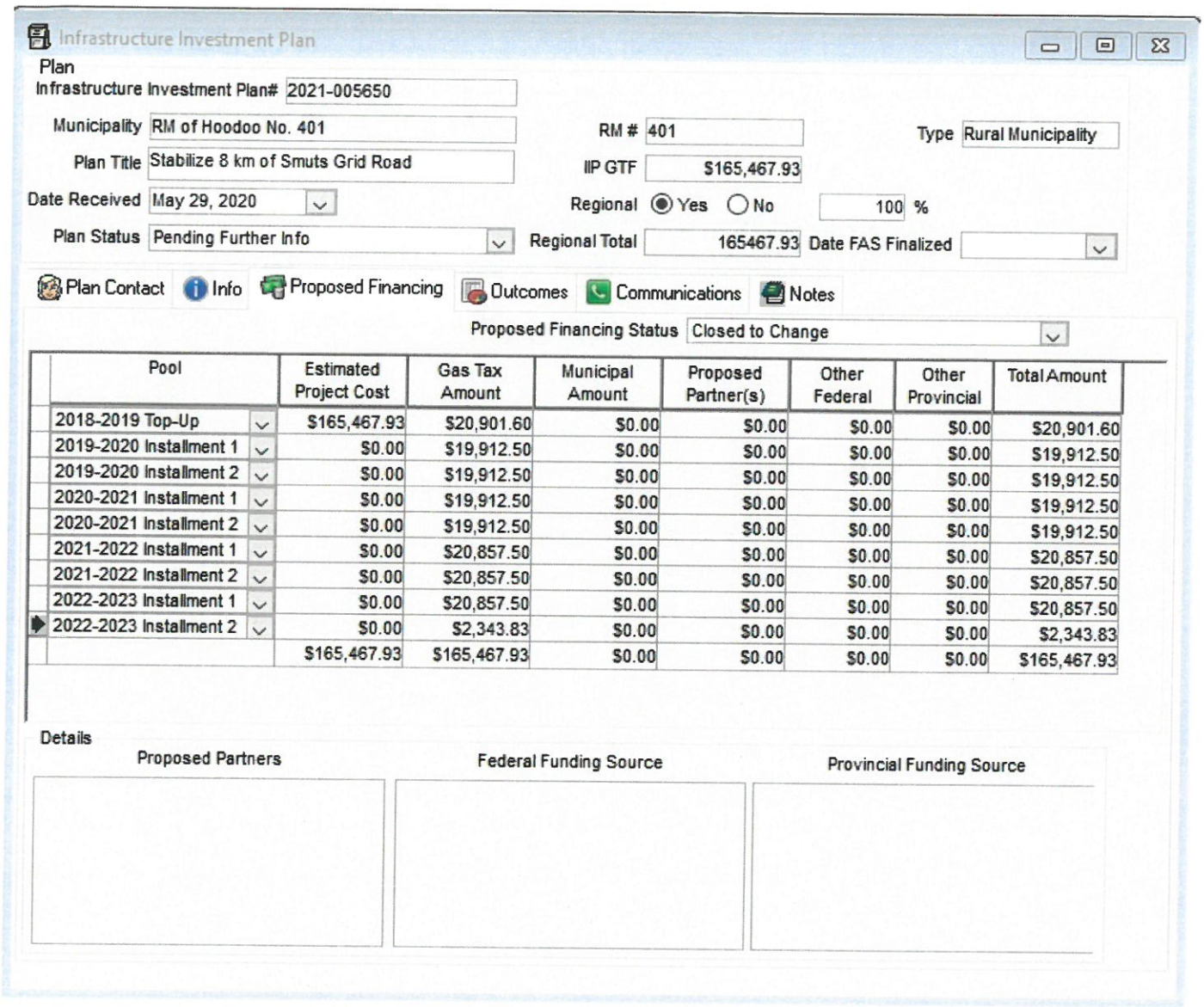
Outcomes Report

Required after project is reported as complete on the MAER. The ministry will send you an outcomes survey form to fill out. Refer to your initial IIP to help you complete this report.

☐ Outcomes survey submitted Date _____

Congratulations! You have completed the reporting requirements for this project.

saskatchewan.ca Canada Saskatchewan



Pool	Estimated Project Cost	Gas Tax Amount	Municipal Amount	Proposed Partner(s)	Other Federal	Other Provincial	Total Amount
2018-2019 Top-Up	$165,467.93	$20,901.60	$0.00	$0.00	$0.00	$0.00	$20,901.60
2019-2020 Installment 1	$0.00	$19,912.50	$0.00	$0.00	$0.00	$0.00	$19,912.50
2019-2020 Installment 2	$0.00	$19,912.50	$0.00	$0.00	$0.00	$0.00	$19,912.50
2020-2021 Installment 1	$0.00	$19,912.50	$0.00	$0.00	$0.00	$0.00	$19,912.50
2020-2021 Installment 2	$0.00	$19,912.50	$0.00	$0.00	$0.00	$0.00	$19,912.50
2021-2022 Installment 1	$0.00	$20,857.50	$0.00	$0.00	$0.00	$0.00	$20,857.50
2021-2022 Installment 2	$0.00	$20,857.50	$0.00	$0.00	$0.00	$0.00	$20,857.50
2022-2023 Installment 1	$0.00	$20,857.50	$0.00	$0.00	$0.00	$0.00	$20,857.50
2022-2023 Installment 2	$0.00	$2,343.83	$0.00	$0.00	$0.00	$0.00	$2,343.83
	$165,467.93	$165,467.93	$0.00	$0.00	$0.00	$0.00	$165,467.93

Lucien Lake Regional Park Authority
Box 2 Middle Lake, Sask.
S0K 2X0

May 9, 2021

RM of Hoodoo

Re: Gravel

Lucien Lake Regional Park would be very grateful if the RM of Hoodoo would be willing to donate 2 loads of gravel with trucking this season.

Thank You

Don Schlitz
Lucien Lake Chairperson

Rural Municipality of Hoodoo No.401 Report

For: RM of Hoodoo - council
Date: May 31, 2021
From: Fay Stewart
Title: Land ownership – under wrong name – roll 1034

Options:

1. **Receive & file**
2. **That Council authorizes to have roll 1034 tendered for sale for $xxx.**
3. **That Council authorizes to have roll 1034 tendered for annual rent for $xxx.**
4. **Other (Council)**

Background: While doing civic addressing, Madsine came upon a parcel of land that is under the RM of Hoodoo's name on title with ISC. However, in our records, the parcel is listed as being owned by Curtis & Virginia Kostyniuk.

Discussion: This parcel is 2.05 acres that used to be a landfill. It appears there was some confusion with the abandoned railway that runs through that parcel – the description got mixed up in our records. Curtis & Virginia are currently farming this land.

This land can either be held onto by the RM, tendered for sale, or could be tendered to rent out. Because it was a landfill, its uses will be limited (i.e. likely cannot sell for a residential site – studies would have to be done to ensure it was reclaimed properly)

Financial Implications: The parcel is assessed at $9,200 from the current SAMA assessment.

Attachments: See attached parcel pictures from ISC/SAMA.

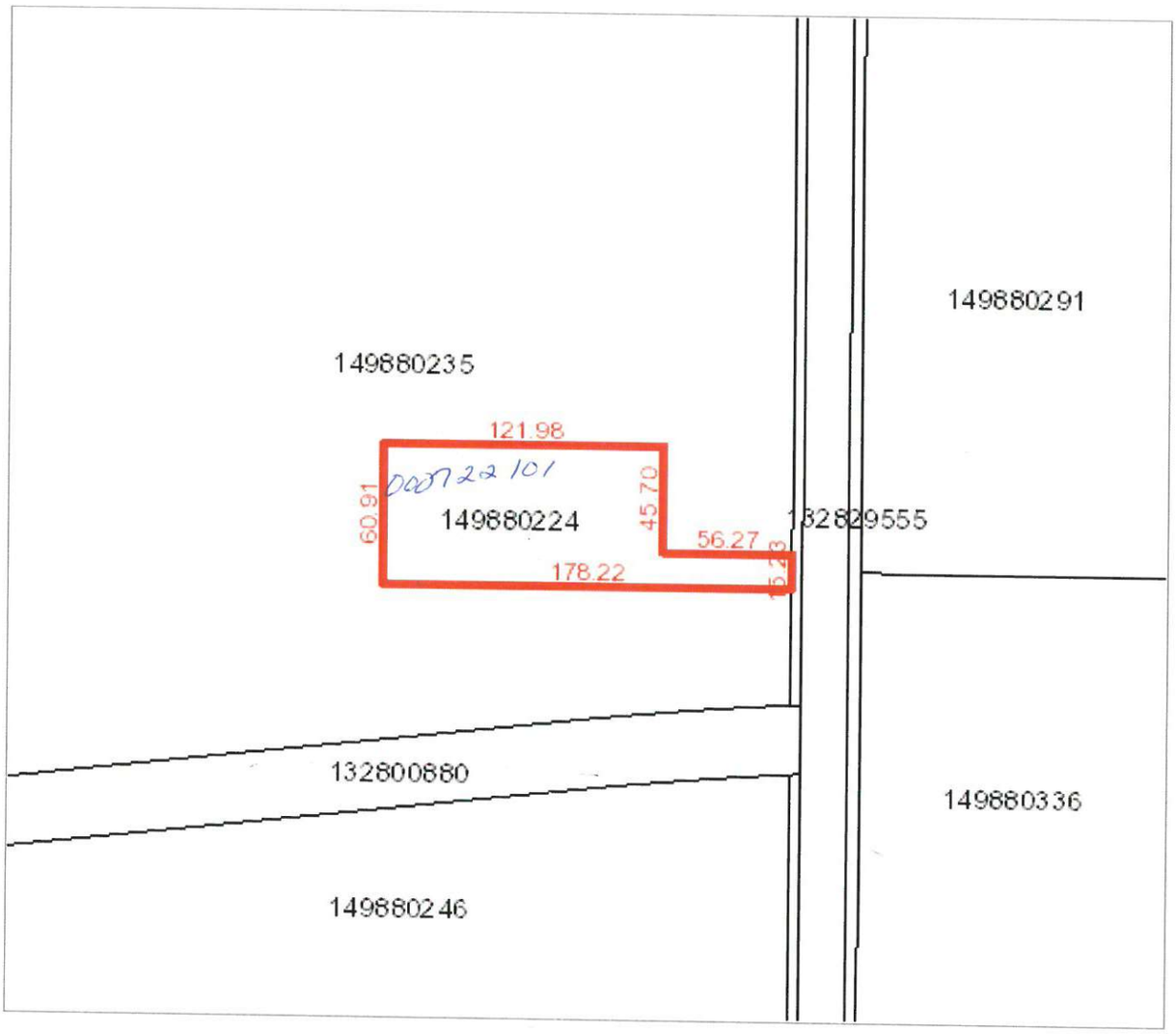
Conclusion: Council will need to make a decision for future course of action.

Respectfully submitted,

Fay Stewart

Surface Parcel Number: 149880224

REQUEST DATE: Wed Apr 28 11:35:47 GMT-06:00 2021



Owner Name(s) : Rural Municipality of Hoodoo No. 401

Municipality : RM OF HOODOO NO. 401

Title Number(s) : 119467929

Parcel Class : Parcel (Generic)

Land Description : Blk/Par AA-Plan 101717287 Ext 29

Source Quarter Section : NE-22-42-26-2

Commodity/Unit : Not Applicable

Area : 0.829 hectares (2.05 acres)

Converted Title Number : 75PA03089

Ownership Share : 1:1

SAMAView Map Print

April 28, 2021

1:4,257

0 0.04 0.07 0.14 mi

0 0.05 0.1 0.2 km

SAMA

SAMA

Sources: Esri Canada, Information Services Corp. (ISC), Saskatchewan Assessment Management Agency (SAMA), Saskatchewan Geospatial Imagery Collaborative (SGIC)

UNIVERSITY OF SASKATCHEWAN

The Agricultural Health and Safety Network
Canadian Centre for Health and Safety in Agriculture (CCHSA)

104 Clinic Place, Box 23
Saskatoon SK S7N 2Z4
Phone: (306) 966-6644
Fax: (306) 966-8799
http://aghealth.usask.ca

RM of Hoodoo No. 401
Box 250
Cudworth, Sk. S0K 1B0

May 11, 2021

Dear Reeve, Councilors, and Administrators:

We are extremely grateful for your 17 years of continued membership and support of the Agricultural Health and Safety Network. Each RM membership adds tremendous value to the Network collectively. Your membership is an instrumental partnership that allows us to continue to expand in developing new partnerships, resources, programs and outreach activities directed towards agricultural health promotion and injury prevention in Saskatchewan.

Membership fees support some of the costs associated with:

- **Network News**, a biannual newsletter focusing on health and safety issues in rural Saskatchewan.
- **Respiratory Health and Hearing Conservation Clinics-** On Hold
- **Extensive Health and Safety Resource Library,** in print and online
- **Speakers and displays** for council meetings, annual ratepayers' meetings, trade shows, 4-H events in your RM Virtual
- **Discovery Days,** farm safety demonstrations brought to the school in your RM- Virtual
- **Development of New Agricultural Health and Safety Resources**
- **Partnership development**

The Agricultural Health and Safety Network is passionate about continuing to promote the health and safety of Saskatchewan producers in a variety of formats. Due to the COVID-19 pandemic, all our in-person community events have been on-hold however, we look forward to returning to our in-person outreach as soon as safe to proceed. We have continued to reach our membership through a variety of new methods including virtual delivery of many events and expansion of resources on our website to best meet the needs of Saskatchewan farm families related to COVID-19. We would encourage

INVOICE

The Agricultural Health and Safety Network
104 Clinic Place Box 23 U of S
Saskatoon, Sk.
S7N 2Z4
Phone: (306) 966-6644
Fax: (306) 966-8790
Website: aghealth.usask.ca

DATE: MAY 1, 2021

TO:
RM of Hoodoo No. 401
Box 250
Cudworth, Sk. S0K 1B0

DUE DATE: JULY 5, 2021

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
87	Farm Families	$4.60	$400.20
	Base Fee		$200.00
		TOTAL DUE	$600.20

Make all checks payable to Agricultural Health and Safety Network
If you have any questions concerning this invoice, contact Shelly Sander at (306) 966-6644
or
Email shs954@mail.usask.ca

THANK YOU FOR YOUR CONTINUED SUPPORT AND YOUR INTEREST IN PROMOTING A HEALTHY AND SAFE RURAL WAY OF LIFE.

Rural Municipality of Hoodoo No.401 Report

For: RM of Hoodoo - council
Date: June 7, 2021
From: Fay Stewart
Title: Bonne Madone boat launch - dock

Options:

1. **Receive & file**
2. **Other (Council)**

Background: When the email was sent regarding the docks being installed at the boat launches, it was also sent to Bonne Madone beach. The boat launch at Bonne Madone does not have a boat dock. There have since been several ratepayers inquire as to whether one can be installed there.

Discussion: The week of May 31, I sent requests to get some quotes for docks for a 25-30 ft dock. I have since received 2 back, ranging from $4,250 to $6,500 before tax. The one indicated they would have to fill the order for next year as they have no stock for 2020.

Financial Implications: There was nothing specifically budgeted for this for 2021; it still could be considered for 2021 depending on where different account balances are at or can be included in the budget for 2022.

Attachments: n/a at this time

Conclusion: Council can decide to install a dock at Bonne Madone boat launch (either 2021 or 2022) or not install one.

Respectfully submitted,

Rural Municipality of Hoodoo No.401 Report

For: RM of Hoodoo - council
Date: May 29, 2021
From: Fay Stewart
Title: Fire insurance grade ratings – further information

Options:

1. **Receive & file**
2. **Other (Council)**

Background: I have been looking into the circumstances regarding the Fire Underwriters Survey (FUS) audit in 2018 that resulted in the requirement for both fire departments to obtain new trucks every 10 years. At that time, it was communicated to council that each fire hall was under certain requirements to maintain equipment under certain number of years, otherwise insurance premiums would go up 30-40% (see attached administrator's report from 2018).

Discussion: I have since made the following inquiries:

Communicated at April 29, 2021 council meeting:

1. Contacted **Michael King at FUS** – the following information was received/confirmed:
    a. Both Cudworth & Wakaw FD's fall under 'medium size community' brackets for fire apparatus age crediting for fire insurance grading purposes due to the populations of the towns & RM (Cudworth *maybe* could be under 1,000 if we looked at splitting the RM in half, but it would be very close)
        i. See the below table for the service schedule for apparatus for fire insurance grading purposes – Hoodoo falls in the 'medium size community' bracket

Table 1 Service Schedule for Fire Apparatus For Fire Insurance Grading Purposes

Apparatus Age	Major Cities [3]	Medium Sized Cities [4]	Small Communities [5] and Rural Centres
0 – 15 Years	First Line Duty	First Line Duty	First Line Duty
16 – 20 Years	Reserve	2nd Line Duty	First Line Duty
20 – 25 Years [1]	No Credit in Grading	No Credit in Grading *or* *Reserve* [2]	No Credit in Grading *or* *2nd Line Duty* [2]
26 – 29 Years [1]	No Credit in Grading	No Credit in Grading *or* *Reserve* [2]	No Credit in Grading *or* *Reserve* [2]
30 Years +	No Credit in Grading	No Credit in Grading	No Credit in Grading

[1] All listed fire apparatus 20 years of age and older are required to be service tested by recognized testing agency on an annual basis to be eligible for grading recognition. (NFPA 1071)

[2] Exceptions to age status may be considered in a small to medium sized communities and rural centres conditionally, when apparatus condition is acceptable and apparatus successfully passes required testing.

[3] Major Cities are defined as an incorporated or unincorporated community that has:
- *a populated area (or multiple areas) with a density of at least 400 people per square kilometre; AND*
- *a total population of 100,000 or greater.*

[4] Medium Communities are defined as an incorporated or unincorporated community that has:
- *a populated area (or multiple areas) with a density of at least 200 people per square kilometre; AND/OR*
- *a total population of 1,000 or greater.*

[5] Small Communities are defined as an incorporated or unincorporated community that has:
- *no populated areas with densities that exceed 200 people per square kilometre; AND*
- *does not have a total population in excess of 1,000.*

b. He provided personal line coverage maps for the RM:
   i. anything within 8 km of a responding fire station is rated a grade 3B dwelling protection grade (DPG)
   ii. DPG 5 applies to dwelling beyond 8km of a responding station
   iii. DPG levels available:

Fire Underwriters Survey Dwelling Protection Grades	System Used by Many Insurance Companies "3 tier" system	Insurance Companies typically refer to this grade as
1	Table I	Fully Protected, Career
2	Table I	Fully Protected, Composite
3A	Table I	Fully Protected, Volunteer
3B[1]	Table II	Semi–Protected, Career or Volunteer (Shuttle)
4	Table II or III	Limited–Protection, Career or Volunteer
5	Table III	Unprotected

   iv. We weren't provided the DPG for Town of Cudworth/Wakaw (needs to be requested by respective CAO's)

c. He could not provide what the cost difference would be for insurance policies with different DPG's

<u>Since April 29, 2021 meeting</u>:

2. Contacted **Aon Reed Stenhouse** – see attached for correspondence:

a. He also couldn't provide any premium savings (too many variables)
b. Said that "in RM's most insurance companies will rate anything rural as unprotected or semi-protected regardless of fire ratings, so there is a very real possibility that no matter what you do the insurance premiums may not change"

3. Contacted **Craig Williams at SARM** – Director of Insurance and Benefit Programs – see attached for correspondence:
    a. SK is unique within Canada largely due to SGI being the main player in the market
    b. During his time at SGI (he doesn't believe anything has changed), there are 3 levels of fire protection in rating structure – A, B, & C
        i. All rural communities were classified as C fire protection rating
    c. He said "While not adhering to their recommendation about renewing your fire truck fleet every 10 years may impact your communities fire protection rating on their map, I would have significant doubt that the age of your fire trucks would make an impact on the insurance costs for the ratepayers in Wakaw, Cudworth or the RM of Hoodoo. As a rural community with a volunteer fire department, most, if not all insurers which write Personal, Agricultural and Commercial insurance policies in Saskatchewan would consider risks in rural Saskatchewan as unprotected, regardless of the age of fire trucks in the fleets"

4. Talked to Dar re: insurance premiums increasing 30-40% - he said he has no report/information supporting this, it was on FUS' website at the time. He said it might be in the audit results report which the Town has.

5. Confirmed with Sherri at Buryniuk's – SGI still uses an A, B, & C fire rating system

Financial Implications:

- Council may decide they don't want to purchase new trucks every 10 years – maybe wait & see what the asset management report states our fire dept. equipment future requirements will be
- What council decides their equipment needs will be will factor into the fire agreement renewals for 2022 – see other report

Attachments:

- Administrator's report – 2018
- Email correspondence – AON Reed Stenhouse insurance
- Email correspondence – SARM, Craig Williams

Conclusion:

- If council would like any further information, I can look into and provide
- Fire committee will need to meet to discuss upcoming fire agreement renewals
- A decision will need to be made on what fire dept. equipment purchases will be in the next 5-10 years, either by council or proposed by the fire committee to council

Respectfully submitted,

Administrator Report – May 2, 2018

Yurashak Chattels

Will read the info from Scott Wolfe.

Gravel Exploration

Pinter has completed the EM Survey of the Quarters where we obtained permission from to enter. Have had no more info. Will need to decide who we will talk to for entering into agreements for further exploration.

Scale Location

Surveyor was out to plot things for the subdivision including the location of Utilities. Pinter will review the information at the start of our meeting. The Utilities were being reflagged on Monday to more correctly locate the scale. Barn is now gone.

WHMIS

WHMIS 2015 is a requirement for all employees and is to be completed by December 2018. All outside employees and myself attended the training set up in Cudworth on April 25, 2018. There was a good response with 38 people in attendance. Southeast College really liked the facility and would certainly look at more training in the future.

NCRPA

There was an NCRPA Board meeting Wednesday April 18th here at the R.M. Office. Covered off a lot of information and there is lots to do to get caught up. Invoicing planned to go out by May 15.

2017 Assessment Return

Has been verified and will be recommended for acceptance so we should get our Confirmation soon finally.

Fire Truck

We are going to pick up the new Fire Truck from White Court AB leaving on Thursday May 3rd. At the Budget Committee April 24th, Cudworth Hoodoo Fire Rescue Fire Chief Dar Lariviere attended to make a presentation regarding the Fire Underwriters Survey and impact to the Insurance Premiums to Ratepayers. A questionnaire from the Fire Underwriters Survey requesting information regarding the Fire Service in Station 41 (Cudworth/Hoodoo Fire Hall) was passed to Dar to fill out and submit by the end of April, 2018. A portion of the questionnaire involves the Fire Equipment and their age. To get the best rating, which we have been at, there must be a Frontline and a Secondline Unit in this Hall. Frontline Units are up to 20 years of age and Secondline can be up to 30 years of age. Unfortunately, our Tanker does not qualify as a Secondline unit as they consider it a Tender only and Station 38 (Wakaw/Hoodoo Hall) is considered its own Hall because of distance. The Pumpers must also have capability of pumping 1,000 gallons per minute. So Cudworth/Hoodoo is short a Qualifying secondline Unit. This would result in a decrease in our Rating from the Fire Underwriters Service and could translate to a 30-40 % increase in Fire Insurance Premiums for all Insurance Payees. Dar found a unit that will work to cover us off for several years. It is a 2010 International 4000 Series Pumper which had a new crate engine installed in November 2017. It is available out of Alberta so Import and transport costs would be minimal. The asking price is $129,000.00 CDN. Dar is going to see if the price is negotiable. This would be the Secondline Unit till 2023 and then become the Frontline Unit. The Town would then need to be looking at having a replacement Frontline Unit for 2030. The Budget Committee listened to the presentation from Dar and, after deliberation on the impact to the R.M. and it's Ratepayers as well as where our Fire Reserve is at, is recommending the purchase of the Unit as it fits what would be required. The potential additional cost to Ratepayers outweighs the cost of this Unit.

Employee Ad

Employee Ad – Wakaw Recorder, Humboldt Journal and Northeast Trader

Lagoon Access Gates

I have sent off a request for information regarding an automatic gate system that could function well for our Lagoons.

REACT
Have been in contact with Wendy from REACT on a couple of issues.

The first is the mess of garbage primarily bags that have blown onto the surrounding fields. They will be contacting the owners and are gathering potential contacts for picking up all the garbage. If they are unable to find a group such as a Travel Club and the Inmate Work Group is not available, REACT will be going themselves to do the cleanup. The plan is for the new pit to have decent enough fencing to keep everything within the REACT Site.

The former "Lagoon" area on the REACT Site filled up with the runoff this spring. They were in contact with Water Security to allow for pumping. An application was made by REACT, the water was tested as part of that application and then they were pumping into our ditch this past weekend along the REAT Grid.

Upcoming Workshops and Meetings:

POWL, Hutterites, RVWL & RM – May 1, 2018 - Wakaw
RMAA Convention – May 14-17, 2018 – Regina
Sagehill HR Policy

Meetings/Training Attended

Canabis in the Workplace - April 12, 2018 Humboldt
Munisoft Refresher – April 17, 2018 Saskatoon
NCRPA – April 18, 2018 – RM Office
Sagehill HR Policy – April 24, 2018
Budget Meeting – April 25, 2018
WHMIS 2018 – April 25, 2018 - Cudworth Seniors Center
Asset Management Workshop – April 26, 2018 - Humboldt

Letters/Responses Sent

SaskPower
Cudworth Library
Cudsaskwa Access
Computrol
Truck Deck – Dave's Welding

Work In Progress

Discussions with Scott Wolfe of Sanderson, Balicki, Parchomchuk
Completion of Audit
2018 Budget
Sagehill HR Policy
2018 Assessment
Updated RM Map
Civic Addressing

Submitted by David Yorke

RM of Hoodoo No 401

To: rm401@sasktel.net
Subject: RE: Information - impact on a policy change when moving from fire insurance protection grade to another

From: Kevin M. Madden [mailto:kevin.madden@aon.ca]
Sent: Thursday, May 13, 2021 10:09 AM
To: RM of Hoodoo No 401 <rm401@sasktel.net>
Cc: Cheryl M. Berndt <cheryl.berndt@aon.ca>
Subject: RE: Information - impact on a policy change when moving from fire insurance protection grade to another

Hi Fay,

Sounds good. Let me know if I can help out in any way. Honestly I would be surprised if anyone sees a significant increase or decrease in insurance premiums by a change in the grade in the rural setting which I'm sure is what Craig will agree with.

Thanks,

Kevin Madden CAIB, CIP | **Assistant Vice President**
Aon Risk Solutions | Commercial | Public Sector
105 – 21st Street E, 8th Floor | Saskatoon, Saskatchewan S7K 0B3
t +1.306.975.8860 | m +1.306.270.1936 | tf +1.800.667.8718 | f +1.306.665.2606
kevin.madden@aon.ca
Aon Reed Stenhouse Inc.

From: RM of Hoodoo No 401 <rm401@sasktel.net>
Sent: May 13, 2021 9:05 AM
To: Kevin M. Madden <kevin.madden@aon.ca>
Cc: Cheryl M. Berndt <cheryl.berndt@aon.ca>
Subject: RE: Information - impact on a policy change when moving from fire insurance protection grade to another

Good morning Kevin,

Thank you for this information! It is greatly appreciated. I'm going to reach out to Craig Williams at SARM to see if he can provide any advice. I've already been in contact with Fire Underwriters, they were the ones that provided me with the fire grade ratings for both personal & commercial lines within our RM. They can't provide me with the fire grade ratings within the Town of Wakaw & Cudworth though as he said it's confidential unless the CAO's request it.

I can understand how it would be difficult, or very circumstance-dependant on different premium packages in order to quantify what savings there might be between fire grade ratings.

The reason I'm trying to get this information for our council, is that the Hoodoo/Cudworth fire department went through a FUS audit in 2018. The result of that audit was that the fire department needed to have a new fire truck every 10 years in order to maintain the fire insurance grade ratings. If they didn't, those insurance grade ratings would go down and people's insurance premiums would go way up. So now the RM is buying a new fire truck every 10 years – due to the fact we have a shared fire department with each town - while each respective town buys one every 20 years. The question has come up that if our ratepayers aren't benefitting from better insurance premiums due to the fact that majority are too far away from the fire stations anyways, that is quite a significant outlay of cash for our ratepayers for not much benefit!

Once again, thank you for responding, and I will be in touch if necessary once I touch base with Craig, and I think I'm going to reach out to Fire Underwriters one more time and just ask some follow up questions.

Have a great day!!

Fay Stewart, CPA
Director of Finance
R.M. of Hoodoo No. 401
Ph. 306-256-3281

From: Kevin M. Madden [mailto:kevin.madden@aon.ca]
Sent: Wednesday, May 12, 2021 11:46 AM
To: rm401@sasktel.net
Cc: Cheryl M. Berndt <cheryl.berndt@aon.ca>
Subject: FW: Information - impact on a policy change when moving from fire insurance protection grade to another

Good Morning Faye,

Chery and I work together and she asked me to reach out to provide a response for you as I work closely with the Municipalities in Saskatchewan and have quite a bit of knowledge around fire grades and such.

Town Grades or Fire Ratings are determined by a national organization called the Fire Underwriters (https://fireunderwriters.ca). There are many factors that go into establishing a Fire Rating such as your fire equipment, number of fire fighters (Volunteer vs Employed), hydrant protection, flow rates, response times etc. In order to obtain a rating, a survey must be completed by your Fire Department and submitted to Fire Underwriters. All Insurance companies refer to the Fire Underwriters to determine their premium for home, agro and commercial business insurance based on that rating. The lower rating you have, the better the insurance rates. Unfortunately we can't say what the insurance premium savings would be to move to another rating for your fire services and my understanding that to move up a rating would require a significant investment in your fire services and infrastructure. A ballpark premium might be a savings of $200-$500 per insurance policy but each insurer is different on how they determine their rates so that number could be much more or much less depending on the nature of the operations (farm vs home vs business). In a Rural Municipality the rules are essentially the same but the reality is that most of the insurance companies will rate anything rural as an unprotected or semi-protected regardless of your fire ratings so there is a very real possibility that no matter what you do the insurance premiums may not change. So the answer to your question is we don't know and there isn't any way that you could quantify what the tax payers would save by changing your fire rating.

For fire department charges assessed against the owner of the property definitely they should be buying coverage for any fire department charges. We recommend an amount of $25,000 to $50,000 or higher depending on the nature of operations (for example if there was a large specialized manufacturing plant in your RM then they will need much higher coverage than $50,000 likely). This should be available as an endorsement to any property policy they carry and should be available on all types (home, agro and commercial). The important thing to note is that many polices covering a rural location do not automatically provide fire department charge coverage, they would have to add it separately and pay a premium for adding it.

The good news is that there are a number of sources that can help you!! The best source would be to contact Fire Underwriters directly at 1-800-665-5661 or at https://fireunderwriters.ca/ and they will likely be able to advise you with the best course of action for your RM and area. You can also reach out to Craig Williams at SARM who might be able to provide some additional resources for you as he would be quite familiar with these grade ratings as well. I can also assist with any questions that you have through the process Faye.

Feel free to reach out to me if you have any questions Faye and we can go over the information together.

Sincerely,

Kevin Madden CAIB, CIP | **Assistant Vice President**
Aon Risk Solutions | Commercial | Public Sector
105 – 21st Street E, 8th Floor | Saskatoon, Saskatchewan S7K 0B3
t +1.306.975.8860 | m +1.306.270.1936 | tf +1.800.667.8718 | f +1.306.665.2606
kevin.madden@aon.ca
Aon Reed Stenhouse Inc.

"At Aon, we are committed to driving an inclusive culture, where all colleagues feel encouraged to bring their whole selves to work. We've launched the 'I'm in' inclusion commitment so we may each have the opportunity to visibly demonstrate our personal dedication to driving an inclusive culture. There are no exclusions as to who can sign up—it's open to all."

— Greg Case, President and CEO, Aon

Cheryl Berndt | Vice President
Aon | Commercial | Food & Agri Business
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cheryl.berndt@aon.ca

aon.ca | linkedin | twitter | facebook

NEED INFO on COVID-19? Please see our response site:
https://www.aon.com/event-response/coronavirus.aspx

Our offices are closed; however AON is fully operational with our staff working remotely from home. We do not anticipate any disruption in any services.

From: RM of Hoodoo No 401 [mailto:rm401@sasktel.net]
Sent: Tuesday, May 11, 2021 2:18 PM
To: Cheryl M. Berndt <cheryl.berndt@aon.ca>
Subject: Information - impact on a policy change when moving from fire insurance protection grade to another

Good afternoon Cheryl,

I received your contact information from our Reeve, Derreck Kolla. I'm not sure if you can help me with this but you're my first inquiry, I needed a place to start!

What I'm looking for, is whether there is a way that you can quantify (in fairly basic/simple terms – i.e. a basic home insurance policy) the impact of premium changes if a fire insurance protection grade is changed from one grade to another – for example – for personal, a DPG 5 compared to a DPG 3B or DPG 3A. I'm not sure if this would change from broker to broker?

The reason I'm inquiring about this, is our RM is serviced by volunteer fire departments. Portions of our RM automatically have the lowest fire protection grading due to their distance from a fire hall (anything farther than 8km automatically gets a 5 rating). Our fire departments are shared with the Town of Cudworth and Town of Wakaw, and we have to renegotiate fire agreements. I'm suspecting that the residents within the Towns (they are not our ratepayers) have a better rating, and am wondering how we can quantify that somehow in terms of how it affects their

insurance. We contribute to buying new equipment in order to maintain the insurance grade ratings, however if only a small percentage of our ratepayers are benefitting we need to ensure we are considering that when renegotiate the agreements!

We advise all of our ratepayers to purchase volunteer fire fighting insurance, and suggest $15,000 to $20,000 coverage. This is due to the fact that if a ratepayer requires the fire dept. to respond to a fire, the RM still charges them for that call (min. $1,000). I'm not sure if volunteer fire fighting insurance is separate from fire insurance that you get with your house insurance? Can you tell I'm an insurance rookie?!

Another wrinkle is that we have agriculture folk, as well as cabin property owners at Wakaw Lake. Again, I'm not sure if insurance policies differ between the two? I'm assuming so?

The reason I'm reaching out to you is that we wanted an independent opinion vs. going to our local broker. If you are too busy or unable to answer these questions I completely understand!! No worries at all.

Thank you for your time! If a phone call is easier to sort through some of this please let me know!

Fay Stewart, CPA
Director of Finance
R.M. of Hoodoo No. 401
Ph. 306-256-3281

RM of Hoodoo No 401

From: Craig Williams <cwilliams@sarm.ca>
Sent: Thursday, May 13, 2021 1:38 PM
To: rm401@sasktel.net
Subject: RE: Fire insurance grade ratings - inquiry

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Fay,

I have certainly heard of the Fire Underwriters Survey. While it has gone by different names in the past, it is an effort from the Insurance Industry to understand what fire protection exists in rural and urban municipalities across the country.

This data is used by Insurers, along with lots of other factors, to determine what coverage and what rates will be offered to persons purchasing insurance in those municipalities.

In Saskatchewan, the insurance market is fairly unique within Canada, largely because for so long, SGI has been the single largest player in the marketspace.

Before my time with SARM, I worked in Commercial Property and Liability Underwriting at SGI Canada. At that time (and I believe nothing has changed in this regard), there were three levels of fire protection in their rating structure: A, B and C. An "A" fire protection rating only applied in the four largest cities in the province (Regina, Saskatoon, Prince Albert and Moose Jaw), as they are the only communities with a fully paid Fire Department. A "B" fire protection rating applied in several medium sized cities (i.e. North Battleford, Melfort, Yorkton, Swift Current, Weyburn, Estevan, etc), which had fire departments with a paid Fire Chief and a few other paid positions, but otherwise they were primarily a volunteer based firefighter core. All other communities, rural or urban were classified with a "C" fire protection rating, whether there was a volunteer fire department or no fire protection.

Kevin is correct, that each insurer handles fire protection ratings in their own way. However, in my experience, as many insurers don't have huge volumes of risk data for Saskatchewan, outside of SGI, they largely follow SGI's model, where rural areas (whether an RM or small urban) are treated as unprotected in terms of fire rating.

I've had one other RM reach out in the past couple of years wondering what the Fire Underwriters Survey was, as they had been contacted by them, wondering if it was a legitimate organization, but I'm not personally aware of other RM's in the province having had a fire department undergo an audit by the organization, though that's not to say that others haven't.

From your email, it would seem that the Fire Underwriters Survey has built or is building a more detailed fire protection map for Saskatchewan, which on balance is a good thing. While not adhering to their recommendation about renewing your fire truck fleet every 10 years may impact your communities fire protection rating on their map, I would have significant doubt that the age of your fire trucks would make an impact on the insurance costs for the ratepayers in Wakaw, Cudworth or the RM of Hoodoo. As a rural community with a volunteer fire department, most, if not all insurers which write Personal, Agricultural and Commercial insurance policies in Saskatchewan would consider risks in rural Saskatchewan as unprotected, regardless of the age of fire trucks in the fleets.

I hope this information helps!

If you have any further questions or concerns, please don't hesitate to contact me.

Sincerely,

Craig Williams, BBA, CIP.
Director of Insurance and Benefit Programs
P. 306.761.3726 F. 306.565.2141

Saskatchewan Association of Rural Municipalities
2301 Windsor Park Road, Regina SK S4V 3A4 | 306.757.3577 | sarm.ca

THE VOICE OF RURAL SASKATCHEWAN SARM

From: RM of Hoodoo No 401 <rm401@sasktel.net>
Sent: Thursday, May 13, 2021 10:13 AM
To: Craig Williams <cwilliams@sarm.ca>
Subject: Fire insurance grade ratings - inquiry

Good morning Craig,

I have an issue I'm trying to sort through regarding our fire departments, insurance grade ratings, & equipment requirements. I've been in touch with Fire Underwriters, and most recently Kevin Madden at Aon Reed, who suggested you might be a resource for me. I'm going to provide some background in as concise a manner possible, and then summarize the information I'm looking for!

The RM of Hoodoo surrounds both the Town of Wakaw & the Town of Cudworth. We have a shared fire department with each town – we share the costs of remunerating firefighters, training, and shared equipment costs. We also pay each town an annual storage fee for storing our equipment in their fire hall. The RM owns a water truck, rescue unit, wildland, and fire truck for each department, while the Towns each own a fire truck.

In 2018, the Hoodoo/Cudworth fire department was selected & underwent a FUS audit. The result of that audit, based on the populations of who it serves, was that the fire department needed to have a new truck every 10 years in order to maintain the service schedule for fire apparatus for fire insurance grading purposes. If not, the fire insurance grade ratings would go down and everyone's insurance premiums would increase substantially.

Since then, the RM has had to start to budget to buy a new firetruck every 10 years – one for the Hoodoo/Wakaw fire dept. and one for the Hoodoo/Cudworth (they decided that each fire dept should be held to the same standard, even though Hoodoo/Cudworth went through the audit). One of the council members raised the point that their insurance premiums don't get the benefit of a good fire insurance grade rating due to his proximity away from the fire halls. If this is the case – why are we budgeting to have such significant cash outlays if our ratepayers are not the ones benefitting from these insurance grade ratings?

I have since contacted Fire Underwriters. They provided me the personal & commercial line grade ratings maps for our RM. Within 8km of each town there is a grade of 3B; the rest of the RM is graded a 5 (this is for personal lines). He couldn't provide me the ratings for the Towns because he said each respective CAO would have to request that information.

I then contact Aon Reed to see if I could somehow get a quantification of what the premium insurance savings would be from one fire insurance grade rating to another. He responded that each insurer is different on how they determine their rates and it would be super hard to quantify this. However, he said that most insurance companies will rate anything rural as unprotected or semi-protected regardless of fire ratings.

So! The reason for all of this is that the fire agreements we have with each of the Towns are set to be renewed at the end of this year. If the RM is purchasing new equipment that is benefitting primarily the town ratepayers, we wanted to somehow negotiate this into the new agreement. I have no way to quantify it though!

I guess I was just wondering if you have any advice, or any experience dealing with this with other municipalities? The RM could say we don't care about maintaining fire insurance grade ratings since our ratepayers aren't benefitting anyways; however, we don't have a fire hall to store equipment, so we need to tread lightly!

Thank you for your time!

Fay Stewart, CPA
Director of Finance
R.M. of Hoodoo No. 401
Ph. 306-256-3281

Rural Municipality of Hoodoo No.401 Report

For: RM of Hoodoo - council
Date: May 29, 2021
From: Fay Stewart
Title: Fire agreements renewal - update

Options:

1. **Receive & file**
2. **Other (Council)**

Background: All fire agreements that the RM has with neighbouring municipalities are expiring at the end of 2021 and will need to be renewed. I have been looking into how the most current fire agreement amounts were based on.

Discussion: These were the fees collected in the last agreement:

Fire agreements - schedule			
** agreement fees subject to a 2.5% increase each year			
	2019	2020	2021
Resort Village of Wakaw Lake	56,700.00	58,117.50	59,570.00
RM of Fish Creek	43,300.00	44,382.50	45,492.00
Wakaw Lake Regional Park	34,760.00	35,629.00	36,520.00
Village of Alvena	3,050.00	3,126.25	3,204.00
	137,810.00	141,255.25	144,786.00
Deepwoods - $120/lot, 86 lots	10,320.00	10,320.00	10,320.00
***have not collected anything from Domremy Beach Campground*			

It appears that the 2019 increase was 60% from the 2016-18 agreements. The 2016-2018 agreement appears to be based on $120/protected residence or quarter section, from a schedule I found calculating the number of quarters for Fish Creek. Also, this was the amount that was used to calculate the fire fee per lot for Deep Woods:

	2016-18	2019	Increase	% increase	2016-18 - / $120
RVWL	35,418.00	56,700.00	21,282.00	60.09%	295.15
Fish Creek	27,060.00	43,300.00	16,240.00	60.01%	225.50
WLRP	21,720.00	34,760.00	13,040.00	60.04%	181.00
Alvena	1,902.00	3,050.00	1,148.00	60.36%	15.85
	86,100.00	137,810.00	51,710.00	60.06%	
St. Louis	17,040.00	27,300.00	10,260.00	60.21%	142.00

Fish Creek	
Township	Quarters
41-27	36
42-27	36
43-27	18
41-28	28.5
42-28	28.5
43-28	9.5
41-1	36
42A-1	15
43-1	18
	225.5

It is presumed that the fire committee will use the 2019-2021 amounts as a basis for renewing the fire agreements. The following could also be considered:

- Do we reach out to each respective municipality and request updated #s requiring protection?
- Do we ask to identify businesses/commercial property that would also be protected?
- OR, is council comfortable with the basis that has previously be used?
- Should anything be negotiated with the Towns? Currently, we receive no amounts in fire agreement $, and costs are divided as follows:
    - Towns pay for half of the training, shared equipment, and communications
    - We pay $18k & $12k respectively for storage, with additional amounts paid if 20% of the amount related to equipment fees that Hoodoo receives in cash for fire calls is greater than the agreed upon storage fee amounts

Conclusion: These are things that the fire committee will be considering. If council would like additional considerations made, they can be communicated to the fire committee.

Respectfully submitted,

Rural Municipality of Hoodoo No.401 Report

For: RM of Hoodoo - council
Date: May 31, 2021
From: Fay Stewart
Title: First Point Road – Dust control

Options:

1. **Receive & file**
2. **That Council authorizes chip sealing repair work to be done on First Point Road at the quoted amount from Raider Asphalt Services.**
3. **Other (Council)**

Background: Raider Asphalt is doing road construction work at Wakaw Lake (including the work approved for Cudsaskwa road), and while he was out he met with Garth & Don and looked at First Point Road to provide a quote for chip sealing for a solution to the dust control problem there.

Discussion: Their thoughts after looking at the road:

- Single chip seal will not be enough – after seeing the amount of traffic he won't do anything less than a double seal
- Road prep will need to be done – he provided this in his quote but said he would have no problem with the RM doing the road work instead
- If council wanted it done in 2021, he estimated he could fit this project in for end of June. Would have to be at least a 10 day window (up to 3 weeks) between the first & second seal
- He initially discussed with Garth/Don about providing a quote to scrape up the existing shingles on that road; however after discussing this with him, he said he doesn't think it's worth trying to salvage this and it would be best to just scrape it off. He won't be providing a quote for this

Financial Implications: This item was not budgeted for. There is $25,000 budgeted for resort maintenance, and $45,000 budgeted for dust control (only $22,620 remaining). If deferred until next year, we will need to get a new quote.

Attachments: See attached quote he provided for the road.

Conclusion: This solution can be considered for future years, disregarded, or if council wants to proceed with it this year than we will go into a deficit or have to find another budgeted item to reduce.

Respectfully submitted,

Raider Asphalt Services LTD.
207 Davies Road
Saskatoon SK S7K7M9
+1 3063813571
raiderasphalt@gmail.com
GST/HST Registration No.: 746161538 RT0001
PST SK Registration No.: 7235690
Business Number 74616 1538 RT0001

Estimate

ADDRESS
rm of hoodoo

ESTIMATE # 1098
DATE 31/05/2021

DATE	DESCRIPTION	QTY	RATE	AMOUNT
	Chip Sealing	6,400	7.50	48,000.00

price is for a double chip seal on road discussed prior. Price includes all costs for sweeping and cleaning, prime coat and application of chip seal. The chip seal will go on in 2 seperate times to allow it to cure. First application can be booked in for june and second coat will be a minimum 10 days after first is complete weather dependent. If you have any questions please call me 306-381-3571. Surface must be prepped and ready prior to us coming in to chip seal.

SUBTOTAL	48,000.00
GST @ 5%	2,400.00
PST (SK) @ 6%	2,880.00
TOTAL	**$53,280.00**

Accepted By

Accepted Date

RM of Hoodoo No 401

From: Brandon Beierle <raiderasphalt@gmail.com>
Sent: Monday, May 31, 2021 2:01 PM
To: rm401@sasktel.net
Subject: Equipment rates

Here is a list of our equipment that garth was wondering about for rates with operators.

Tandem Axle Trucks $115/hr
Tandem & pup $135/hr
TR320 Skidsteer. $125/hr
946B(6 wheel drive motor grader). $220/hr
EC160E Volvo excavator. $175/hr
Hydrovac. $210/hr
721E Loader. $165/hr
Compact excavator. $125/hr
224E 48” double steel packer $100/hr

If you have any questions about the rates please let me know.

Brandon Beierle
Raider Asphalt Services Ltd.
(306) 381-3571

Rural Municipality of Hoodoo No.401 Report

For: RM of Hoodoo - council
Date: May 31, 2021
From: Fay Stewart
Title: Road maintenance agreements & Gravel extraction fees

Options:

1. **Receive & file**
2. **That Council authorizes the annual road maintenance fees to be invoiced at the same amounts as invoiced in 2019.**
3. **Other (Council)**

Background: This report is to summarize/give an update on the current agreements we have in place for road maintenance & gravel extraction.

- In lieu of being able to find some agreements, need to determine if we want to invoice the same as the previous year for two agreements or wait until the roads committee meets
- The roads committee will have to meet to determine new agreements to put in place for the ones that are set to expire.

Discussion:

Road maintenance agreements

The RM currently has the following RMA's in place that were signed in 2017 for 5 years – will expire at the end of 2021:

- Carlton Trail Polar Pork Farms - $5,000/yr
- Poundmaker Pork Farm Inc. - $5,000/yr
- Progressive Investment Group 1 Ltd. - $9,000/yr (could not find original signed – just have blank copy of agreement)

The RM also invoices annually to the following which we cannot locate any signed agreements or background as to how the amounts were calculated – we have not reached out to them:

- Horizon Fertilizer - $12,000/yr
- Wiersma Farm Limited - $2,700/yr

The RM has also collected fees for road maintenance in the past year:

- Cliff Wedewer – he has paid the full amount he owed for road maintenance based on the gravel that we purchased from him ($.75 x 10,270 yards). The RM still owes him for the gravel that we still have at that pile to use in 2021.
- GNB Farms - $135
- Cindercrete – we collected $1,693 in 2020 for gravel hauled in 2019 & 2020 based on reports of volumes transported that they sent us.
- Wheatland Rail - $3,501 – will be collected over 5 years

Ones that we expect to collect from in 2021:

- RM of St. Louis – road haul agreement yet to be signed
- Lieffers
- Cindercrete

Gravel extraction fees

We received the following for gravel extraction in 2020:

- Inland (prev. Lehigh Hanson) - $7,733.71 – based on provincial rates in lieu of agreement; they provided quantities
- Wheatland Rail - $734 – will also be collected over 5 years
- Wayne Balone – no cash transfer; we would pay him, he pays us

Ones that we expect to collect from in 2021:

- Lieffers
- RM of St. Louis?

Known gravel pits in the RM of Hoodoo:

- Balone
- Cliff Wedewer
- RM of St. Louis
- Lieffers
- Inland (formerly Lehigh Hanson)
- Wheatland Rail
- GNB Farms
- Gulansky

Financial Implications: The budget includes $40,000 for RMA & $10,000 for gravel extraction fee income

Attachments: n/a

Conclusion: The above information is FYI purposes and in anticipation of renewing new RMA.

Respectfully submitted,

10:30 – 11:55

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HAMLET OF BALONE BEACH: ANNUAL MEETING June 5, 2021
Lackie's Cabin
11:00am

- Welcome and Introductions
- Approval and additions to agenda
- Approval of 2020 minutes
- Review of 2020 Hamlet of Balone Beach Financial Statement (attached)
    - Motion to pay 2021 PARCS Annual Fee of $60
    - Motion to pay 2021 POWL Annual Membership of $220
    - Well repair update. 2020 AGM, a motion was put forward to repair the well pump shed and install a new pump. The shed was repaired in the fall of 2020 for a cost of $1,037.85. Pump purchase and installation occurred in May 2021 for a cost of $3,885
    - North Lagoon Costs
        - With 2020 annual financial statement we received a charge of $5,885.17. This raised a concern so the RM was contacted. On March 18/21 a meeting was held between the RM, Cudsaskwa Hamlet and Balone Hamlet to discuss the North Lagoon charges.
        - The upgrading of the North Lagoon was required in order to keep the license. If this work was not done, the lagoon would be shut down. It is estimated the lagoon's lifespan now will be 40 years.
        - Total cost of upgrading the North Lagoon was estimated at $673,159. It was identified that this cost may come in lower.
        - Of the total cost, 40% is allocated to the north side cabins.
        - In 2020 we paid $5,885.17. The remained of our Hamlet's cost will be $19,140.99 which can be paid over 5-8 years. I propose paying over 8 years ($2,393/year)

- Business arising from the floor
    - Storage Lot Update. RM is still working of transferring the land title. They don't expect any work to occur this fall.
    - Hamlet Road
        - Paving
        - Water solution?
- Election of Board Members
- Other:
    - **Well Water**
        - Please make sure all renters, guests and new owners are aware that the water distributed from the well is Non-Potable. This means you **CANNOT** drink the water.
        - The Hamlet is responsible for the well until it reaches the shut off valve located at the entrance to each property. Each individual property owner is responsible for the maintenance and repair of the pipes from the shut off valve to their cabin. Please inspect these on a regular basis.
    - **Dumping of weeds**
        - Please do not dump any lake weeds or leaves by the pump houses. They do not compost well and effect the trees
- Adjournment

Balone Hamlet Financial Statement 2020

Reserve:	**Balance January 1, 2020**				**55,237.50**
Revenue:	2020 Allocation				
	5,130,720 X 5.0701 0.00507 @ 40%		10,405.35		
	Unpaid Tax Change		(754.27)	9,651.08	
	2020 Provincial Grant			1,894.00	
	Interest earned On Reserve Account - 2019			485.99	
	Interest earned On Reserve Account - 2020			401.01	
				12,432.08	
	(21 Cottages, 22 Lots)				
Expense:	PARCS Membership		60.00		
	PARCS Convention		-		
	POWL Membership - 2019		420.00		
	POWL Membership - 2020		440.00		
	Carrot River Watershed Authority		17.75		
	Carror River Watershed meetings		12.81		
	Bylaw Enforcement		158.80		
	Snow Removal - Hrs. @$120/hr.	1.75	210.00		
	Annual Meeting		275.56		
	Power - Streetlights		167.06		
	Power - Well		643.48		
	Pumpouts		65.00		
	Garbage Collection		2,883.15		
	Policing		434.91		
	Fire Protection		2,168.36		
	North Lagoon		5,885.17		
	Pest Control		532.65		
	Assessment		399.21		
	Planning & Development - Municipal Wages		1,324.00		
	Weir		73.31		
	Discounts @ 40%		696.60		
	Balone Beach Well Repair		991.10		
				17,858.92	
Surplus (deficit) - 2020 Operations					(5,426.84)
Reserve:	**Balance December 31, 2020**				**49,810.66**

HAMLET OF BALONE BEACH: ANNUAL MEETING MINUTES September 6, 2020

1. Announcements
    a. Nancy Lackie called the meeting to order at 10:30 AM

2. Approval of and additions to agenda
    a. Approved by Fred Dutka. Second by Jamie Lackie. Motion carried

3. Approval of 2019 Minutes
    a. Approved by Fred Dutka. Second by Ed Balone. Motion carried

4. Review of 2019 Hamlet of Balone Beach Financial Statement
    a. Moved by Jamie Lackie. Second by Arlene Riendeau. Motion carried.

5. Motion to pay the PARCS (Provincial Assoc. of Resort Communities of Sask) annual fee of $60
    a. Fred Dutka moved to pay the PARCS membership. Second by Lisa Slusar. Motion carried.

6. Motion to pay POWL Annual Membership of $220
    a. Fred Dutka moved to pay the PARCS membership. Second by Lisa. Slusar. Motion carried.

7. Contact info for Hamlet members
    a. Please keep your address, phone number and email address current with the Hamlet representatives.
    b. Contact Nancy Lackie nancy.lackie@sasktel.net with any changes.

8. Well
    a. Discussion took place regarding the state of the well cover, shed and light. It has been many years since any repairs has been done to the well. Fred Dutka, Jamie Lackie and Dennis Eckert will take a look and determine what needs to be done to ensure everything is fixed.
    b. Ed Balone put a motion forward to assess what needs to be done to keep the well and surrounding area in good working order and to go ahead and make the necessary repairs. Second by Arlene Riendeau. Motion carried.

9. Business arising from the floor
    a. Balone Beach Road
        i. Discussion took place regarding the paving of the road.
        ii. Fred Dutka put forward a motion to proceed to have the road paved. Second by Jamie Lackie. Motion Denied.
        iii. The feeling was until the water issue is resolved, there was no point in moving forward with paving the road.

b. Interest Rate. Question was brought forward why the interest rate is so low. Is it possible to have our funds put into an interest-bearing account? Nancy Lackie to follow up with the RM
c. Storage Lots will not proceed now until the spring. The RM came back with a cost to clear the brush across the road. It was identified that this would be the Hamlets cost. Nancy Lackie expressed to the RM that it was our understanding that the RM was responsible for the maintenance of that area. Larry Diederich will follow up with the RM.
d. POWL has requested to receive emails from our Hamlet. Please let Nancy Lackie know if you are opposed.
e. Leaf and weed dumping. Please DO NOT dump leaves or weeds by the two sheds. This has caused some trees to fall by the shed.

10. Election of Board Members
    a. Nancy Lackie agreed to let her name stand as Chairman, Fred Dutka and Lambert Nagy will serve as members of the Board. Moved by Fred Dutka moved seconded by Jamie Lackie. Motion carried.

11. Attached with the minutes is the 2019 Audited Summarized Financial Statements for the RM of Hoodoo. Detailed statements can be requested by emailing the office at rm401@sasktel.net. Note - This information was not available at the time of the AGM

12. Larry Diederich announced that he will be retiring. On behalf of the Balone Beach Hamlet, thank you for all your work and support throughout the years.

13. Meeting adjourned at 11:30 am. Moved by Jamie Lackie. Second by Fred Dutka. Motion carried.