

THE MUNICIPALITY OF NORTH PERTH

BY-LAW NUMBER 153-2017

Being a By-law to provide winter maintenance guidelines for the Public Works Department for both the rural areas and the urban areas within the Municipality of North Perth

WHEREAS it is necessary to implement a winter maintenance by-law for the Municipality of North Perth as a guideline for the Public Works Department for both the rural areas and the urban areas within the Municipality of North Perth.

THEREFORE, THE COUNCIL OF THE MUNICIPALITY OF NORTH PERTH HEREBY ENACTS AS FOLLOWS:

WINTER MAINTENANCE POLICY AUTHORIZED BY BY-LAW

The following operations policy for the Corporation of the Municipality of North Perth is a guideline only, and it is acknowledged that conditions may occur which will prevent the achievement of this level of service and that the Public Works Department must work within available resources such as funds, equipment and manpower. Weather conditions may also have a major effect on desired level of service and traffic will be expected to reduce speed to suit the weather and road conditions.

OBJECTIVES

To reduce the hazards of icy road conditions to motorists;

To reduce economic losses to the community and industry caused by worker absenteeism due to road conditions;

To facilitate the handling of emergencies by fire, ambulance and police officials;

To maintain safe, passable school bus routes;

To maintain roads in accordance with O.Reg 239/02 and O.Reg 47/13 "Minimum Maintenance Standards for Municipal Highways" (Schedule 'F').

GENERAL

The winter maintenance period shall commence November 15th and end March 31st. Hours of operation during this period will be 3:00am to 8:00pm.

The Public Works Supervisor is primarily responsible for making decisions regarding the most efficient use of available resources. Weather reports and experience shall assist in making these decisions.

All roads within the Municipality of North Perth do not have to be maintained to the same winter maintenance level of service. The level of service given varies in accordance with the classification given to the road under O.Reg 239/02 and O.Reg 47/13.

As the name implies, No Winter Maintenance roads receive only summer maintenance. Therefore, these roads will not be discussed in this policy.

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SNOW CLEARING

Municipality forces will at all times attempt to meet the requirements, however it is recognized that exceptionally heavy snowfall events may occasionally prevent this.

Schedule 'A' attached shows roads that receive no winter maintenance.

WINTER MAINTENANCE EQUIPMENT

The Municipality maintains five (5) road graders complete with snow plow and wing, as well as ice blades. Two (2) additional road graders sand/plow trucks are hired on a contract basis. The Municipality also maintains four (4) sand/plow trucks, one (1) light-duty plow truck, and two (2) sidewalk maintenance machines. Three (3) additional sand/plow trucks are hired on a contract basis.

Atwood and Monkton sidewalks are also plowed on a contract basis.

SNOWPLOW DAMAGE

It is recognized that during normal snow clearing operations that snow from municipal property will occasionally be placed on private property.

Private property that is damaged within the road allowance will NOT be compensated unless specifically defined in this policy (i.e. mailboxes).

Any snow clearing damage to private property will be assessed by the Manager of Operations to determine if compensation will be provided to the property owner. Compensation must be approved by the CAO and not exceed \$500.00 (taxes included). All other compensation for snow clearing damage on private property must be approved by Council.

Damage to sod in urbanized areas will be repaired by Public Works staff with topsoil and seed only. The Municipality does not remediate properties which receive stones from adjacent gravel roads.

Property owners in urbanized areas may place plow markers or stakes, provided they are made of flexible plastic or wooden stakes no larger than 2" x 2". Markers or stakes are to be a minimum of 18" from the travelled portion of the roadway.

PRIORITIES

The sequence of plowing provides for top priority being given to Class 3 roadways. Sequencing of corporation plowing has been designed to provide a plowed class 4 roadway as soon as possible following a major snowfall. This will assist emergency vehicle movements should the need arise. Secondary priorities include access to nursing homes and industrial areas. When sequence priorities are completed, regular plowing will begin.

SIDEWALKS

Snow removal and sand/salt applications are made on sidewalks designated for winter control by council (see Schedule 'B'). Council has based this routing on access to educational, medical and main commercial areas. Sidewalks are divided into two types for the purpose of winter maintenance and related level of service. These are designated as Priority and Secondary sidewalk.

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Snow blowing/blading of Primary sidewalk usually commences at the end of a snowfall where at least 8cm has fallen. Secondary Sidewalks will be maintained only after the Primary walks are completed. Sidewalk maintenance is performed on a Monday to Friday basis, with limited maintenance on Saturday, Sundays, and holidays.

It is recognized that often snow is blown onto private property from municipal sidewalks.

DOWNTOWN SIDEWALKS

One pass will be completed by Public Works with sand/salt being applied. Core businesses are also responsible for applying sand/salt as conditions warrant. The Public Works department will perform necessary work, if not completed by the business in a reasonable period of time following a snowfall, and charges will be billed to the business or placed on the tax bill of the property owner. See Schedule 'B' for Primary walks in the downtown core

SNOW LIFTS

For the purpose of winter maintenance the Listowel core area is identified on the attached Schedule 'D'.

Snow is removed from street gutters in the Listowel downtown core when gutter accumulations from snow plowing and sidewalk clearing reach approximately 20cm above the curbs. Snow is removed from the highway gutters in the Atwood downtown core when warranted. The snow lifts are completed during the night time hours.

PARKING LOTS

The Municipality contracts out the clearing of snow and snow removal for several parking lots, both municipal owned and private (see Schedule 'E').

MAIL BOX MAINTENANCE/REPLACEMENT

Kind of Box

- Rectangular box with an opening of at least 7 inches in width and 7 inches in height. Interior of at least 18 inches in length and 7 inches in both width and height
- If cylindrical, the box must have an opening of 10 inches and interior of 18 inches length
- Lettering/numbers on box must be at least 1 inch in height on the right side of box
- Mailboxes must be located along the right hand side of the road according to the courier's line of travel where the courier can reach and service it from his vehicle without impeding pedestrian or vehicular traffic
- Only wooden posts with a maximum of 6 inch diameter should be used to support the box. The post should be located at the rounding of the shoulder area so that the opening of the box is at the outside edge of the shoulder
- The bottom of the box should be 42 inches above the roadway and should not obscure/obstruct access to any other boxes

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Mailbox Maintenance

Mailbox provision, installation and maintenance are solely the responsibility of the owner. Keep approaches to the box level and clear of snow or other obstructions. Failure to keep boxes and posts in repair may result in the suspension of service from Canada Post.

Municipality Winter Mailbox Policy

The Municipality follows the following standard for mailbox maintenance and repair related to winter operations:

- The Municipality does not provide snow removal for rural mailboxes and cannot ensure access to mailboxes for mail delivery
- If rural mailbox and/or post are damaged by snow being discharged from the snowplows during snow removal operations, the Municipality is not negligent, and is not responsible for repairs
- If the mailbox and/or post is damaged by direct impact with the Municipality's snow removal equipment, the Municipality will repair the damage if possible, or replace the damaged items with a standard mailbox and/or post only
- In all cases, mailboxes should be properly located, constructed and maintained to avoid being damaged during snow removal operations. Decorative mailboxes and/or posts should not be used.
- The Municipality reserves the right to have a mailbox relocated if it is considered to obstruct traffic or snow removal operations.
- If a call is received concerning a mailbox we will require your name, 911 and phone number and the roads supervisor will determine the extent of the Municipality's responsibility.

MISCELLANEOUS

Removal or displacement of high snow banks that impair visibility occurs at the discretion of the Manager of Operations when manpower and machinery are available.

Accumulations of snow in cul-de-sacs, on bridges, dead-ends etc. are moved at the discretion of the Manager of Operations.

Snow banks at school crossing guard locations are removed to provide safe entry and exit onto roadways.

The cul-de-sac on Boyne Avenue South is private and is not maintained by the Municipality.

The laneway behind Listowel Florist is maintained as well as a single lane access behind the Knapp store joining with the pedestrian walkway leading to Main St. The eastern portion of the T-alley between Wallace Avenue North and Argyle Avenue North is also maintained.

The Public Works Department is contracted to set up highway closure barricades when directed by MTO, OPP, or Perth County. The Municipality is not responsible for the location of highway closure barricades, as these are pre-determined by the respective authorities.

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ENACTMENT

1. REPEAL OF PREVIOUS BY-LAW


North Perth By-law No. 165-2013 and any or all other North Perth By-laws heretofore passed by the Municipality of North Perth inconsistent with the provisions of this By-law are hereby repealed.

2. EFFECTIVE DATE

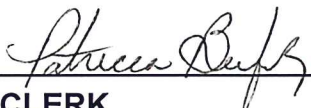
This By-law shall come into force and take effect upon the day of its passing

READ a first and second time this 13th day of November, 2017

READ a third and final time and passed this 13th day of November, 2017



MAYOR



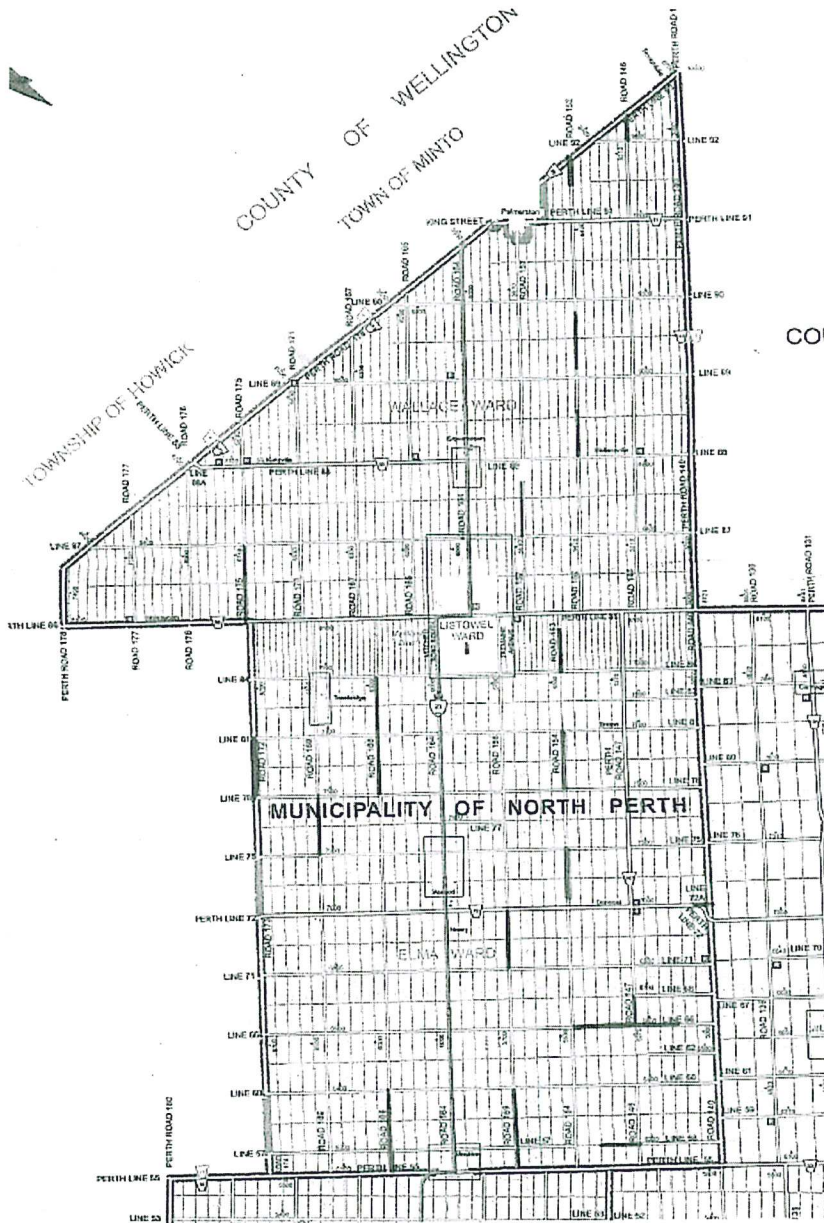
CLERK

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SCHEDULE 'A'

NO WINTER MAINTENANCE ROADS

- Road 152 from Perth Line 93 to 9674 Road 152
- Road 146 from Perth Line 93 to Line 92
- Road 157 from Line 87 to 8639 Road 157
- Road 152 from 9037 to 9201 Road 152 (between Line 89 & Line 90)
- Road 152 from Line 88 to 8944 Road 152
- Road 175 from Perth Line 86 to Line 87
- Road 172 from Line 78 to Line 81
- Road 166 from Line 78 to Line 84
- Road 154 from Line 81 to 7568 A&B Road 154
- Road 153 from Line 84 to 200 meters south of Perth Line 86
- Road 169 from Line 75 to Line 78
- Road 154 from Line 75 to 7040 Road 154
- Road 158 from Line 71 to Line 72
- Line 66 from Road 154 to 5083 Line 66
- Road 166 from Line 55 to Line 60
- Line 72A from Perth Line 72 to Road 140
- West portion of the gravel lane between Wallace Avenue North and Argyle Avenue North
- Road 147 from Line 66 to Line 68
- Road 159 from Line 60 to Line 55
- Line 58 from Road 148 to dead end



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SCHEDULE 'B'

PRIMARY SIDEWALK CLEARING ROUTE

Listowel

- Main St. West, both sides, from Wallace to town limits
- Main St East, north side from Wallace to town limits
- Main St East, south side from Wallace to town limits
- Elma St West north side from Wallace Ave S to Victoria Ave South
- Elma St West south side from Livingstone Ave S to Mitchell Road South
- Nelson Ave South west side from Elma St West to Barnett St
- Walkways around Listowel Library
- Livingstone Ave S east side from Main St West to Spinrite office
- Wallace Ave South west side from Main St to Trail
- Wallace Ave South west side from Anger St to Krotz Street
- Wallace Ave South east side from Main St to Elma St
- Wallace Ave South east side from trail to Krotz Street
- Elma St East north side from Wallace Ave South to Nichol Ave South
- Clayton St East south side from Wallace Ave South to Nichol Ave South
- Wellington Ave South both sides from Main St East to Elma St East
- Reserve Ave South east side from Clayton St East to Bright St East
- Nichol Ave South east side from Main St East to Clayton St East
- Nichol Ave South west side from Elma St East to Mowat St East
- Maitland Ave South west side from Main St East to Clayton St East
- Wallace Ave North both sides from Inkerman St to town limits
- Barber Ave North east side from Main St West to Campbell St West
- Argyle Ave North west side from both sides of Main St West to Inkerman St West
- Memory Lane
- Inkerman St West both sides from Wallace Ave North to Barber Ave North
- Elizabeth St West north side from Wallace Ave North to Louise Ave. N road allowance.
- Campbell St West north side from Wallace Ave North to approx. 20m west of Argyle Ave North
- Campbell St West south side from Argyle Ave North to Barber Ave North
- Walkway from Campbell St West to Churchill Dr.
- Wellington Ave North both sides from Main St East to Inkerman St East
- Davidson Ave North east side from Main St East to Elizabeth St East
- Davidson Ave North west side from Main St E to hospital parking lot.
- Inkerman St East both sides from Wallace Ave N to Davidson Ave N.
- Sarah Ave N west side from Clinic driveway to Elizabeth St E
- Elizabeth St East both sides from Wallace Ave North to Elm Ave North

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- Walkway behind clock tower
- Walkways at Municipal Office
- Elm Ave. North west side (Palace St. E to private driveway 565 Elm Ave N)
- Elm Ave N east side from Palace St. E to Elizabeth St E.
- Albert Ave. North east side from Main St. West to Elizabeth St. W.
- Louise Ave. North road allowance west side from Elizabeth St. West to Binning St. West
- Scott St. West south side from Albert Ave. North to Louise Ave N.
- Binning St. West north side from Louise Ave. North to Steve Kerr Memorial Complex.
- Trail from Louise Ave N to North Perth Westfield Elementary School
- Clayton St. E, from Maitland Ave S to 685 Clayton St. E, north side
- Reserve Ave S, from Bright St E to Hutton St E, west side
- Wood Drive, from Reserve Ave S to Krotz St E, west side
- Krotz St E, from Wood Drive to Tremaine Ave S, north side
- Tremaine Ave S, from Krotz St E to first entrance to Catholic School, west side
- Hutton St E, from Wallace Ave S to Reserve Ave S, north side

Atwood

- Main St west side from Monument Road to Fisher Street
- Main St east side from Monument Rd to Arthur St

Monkton

- Winstanley St west side from Queen Ave to Maddison Ave
- Winstanley St east side from Maddison Ave to 153 Winstanley St
- Maddison St north side from Yonge St to 30m west of Nelson S

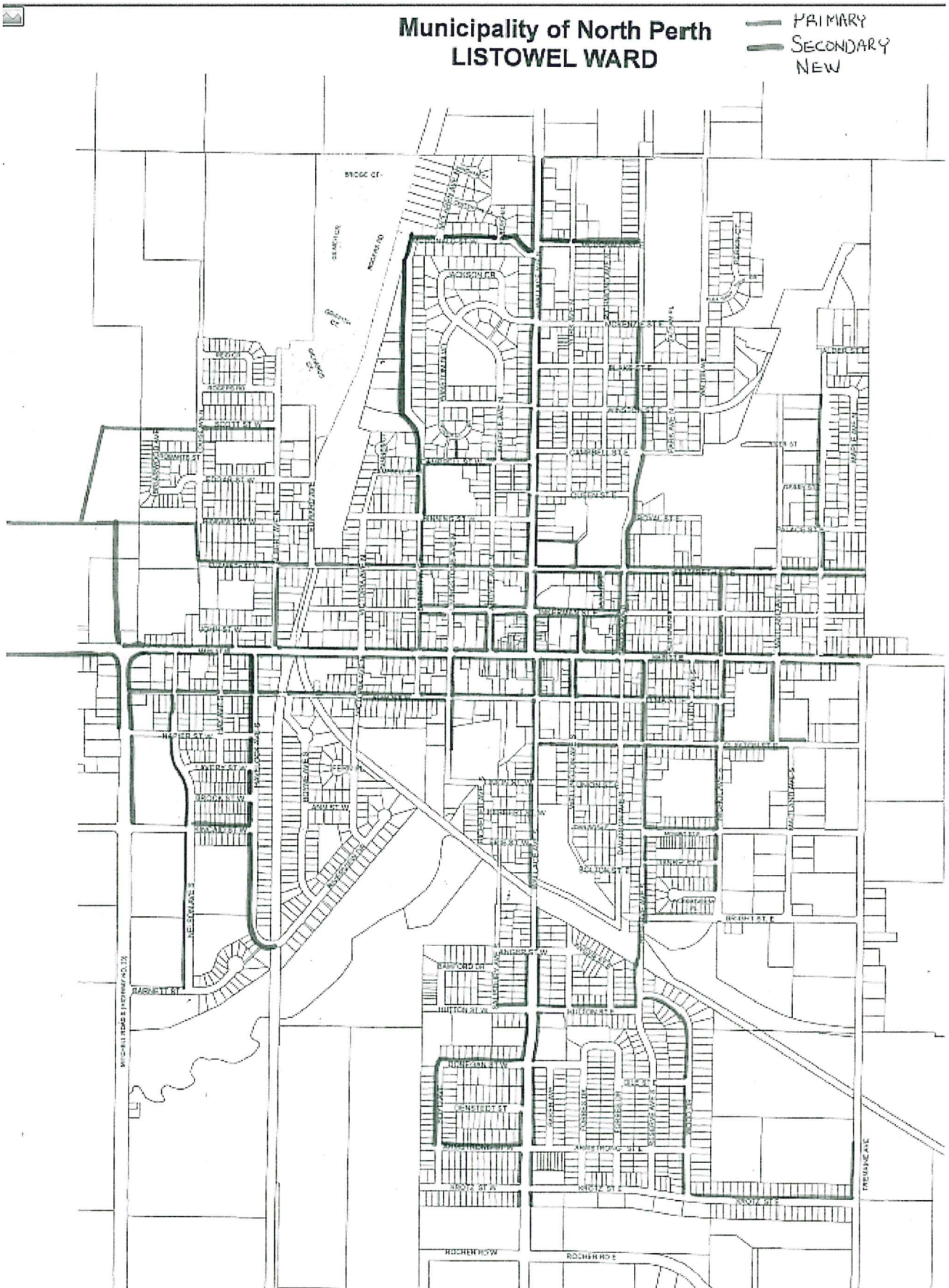
SECONDARY SIDEWALK CLEARING ROUTE

Listowel

- Havelock Ave S, from main St W to Riverview Drive, west side
- Davidson Ave N, from Elizabeth St. E. to Winston St. E, east side
- Davidson Ave N, from Winston St. E. to McKenzie St. E, west side
- Nichol Ave N, from Main St E. to Elizabeth St E, west side
- Reserve Ave S, from Clayton St. E to Main St E, east side
- Nichol Ave S, from Mowat St E. to Parkmeado Place, west side
- Donegan St. W, from Wallace Ave S to Boyd Ave S, north side
- Boyd Ave S, from Donegan St W to Armstrong St W, west side
- Armstrong St W, from Boyd Ave S to Wallace Ave S, north side
- Kincaid St W, from Havelock Ave S to Nelson Ave S, north side
- Mitchell Road S, from Kincaid St W to Main St W, east side
- Haverkamp Ave N, from main St W to Binning St W, east side
- Clayton St E, from Maitland Ave S to Nichol Ave S, south side
- Barber Ave North west side from Binning St West to McDonald St West
- McDonald St West north side from Wallace Ave North to Barber Ave North
- McDonald St East north side from Wallace Ave North to Davidson Ave North
- 86 West from roundabout to Baptist Church on South side
- Roundabout to Roadhouse 23 Restaurant, Mitchell Road
- Hutton St. West from Salisbury Ave South to Wallace Ave S

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Schedule "B"
Primary and Secondary Sidewalk Maintenance Routes



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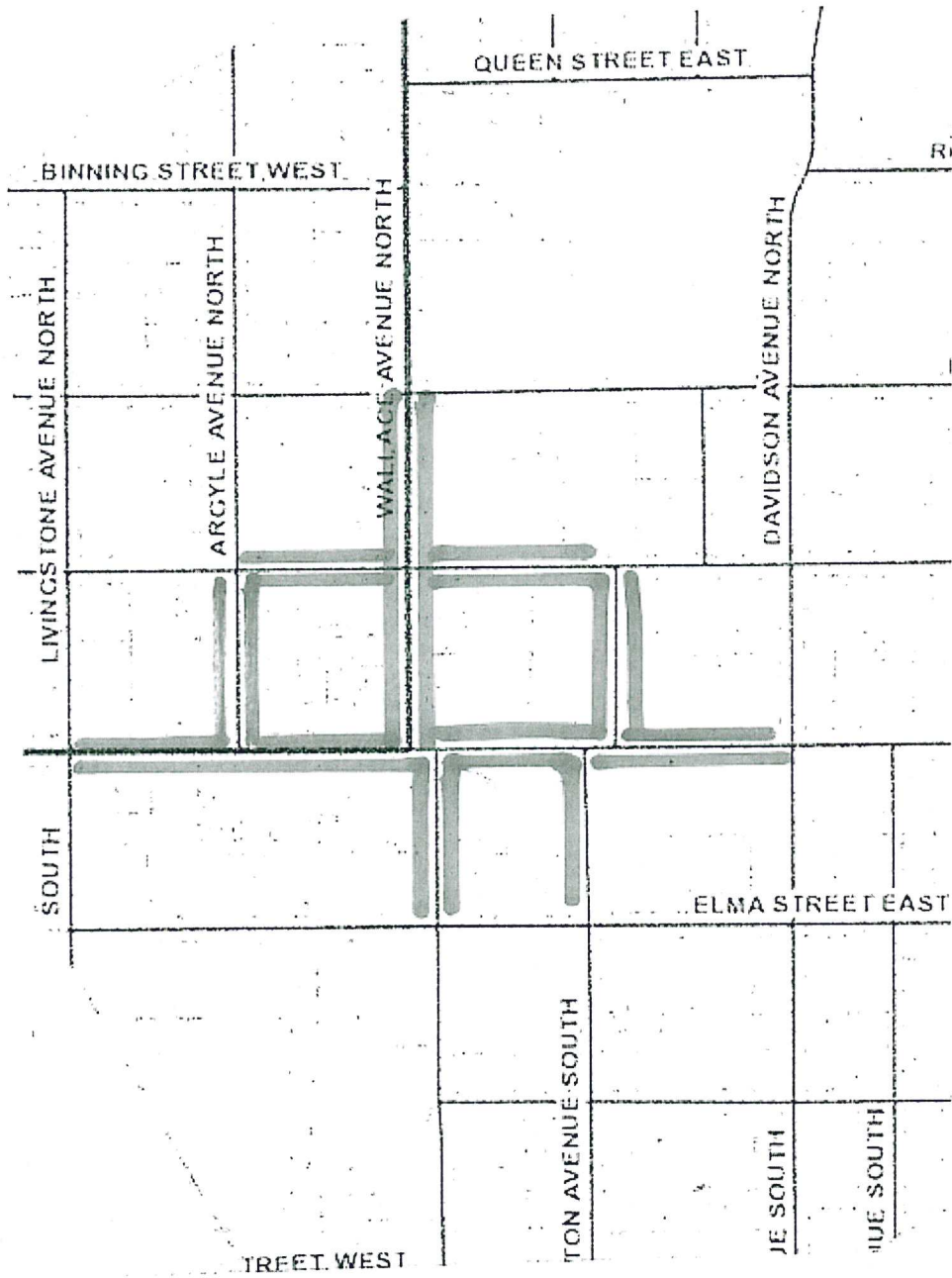
SCHEDULE 'D'

Core Business Area

1. Main St. from Livingston to Davidson
2. Wallace Ave from Elizabeth to Elma
3. Wellington Ave N from Main to Inkerman
4. Inkerman St from Argyle to Wellington
5. Wellington Ave S from Main to Elma St E, west side
6. Argyle Ave North from Main St. West to Inkerman St. West.

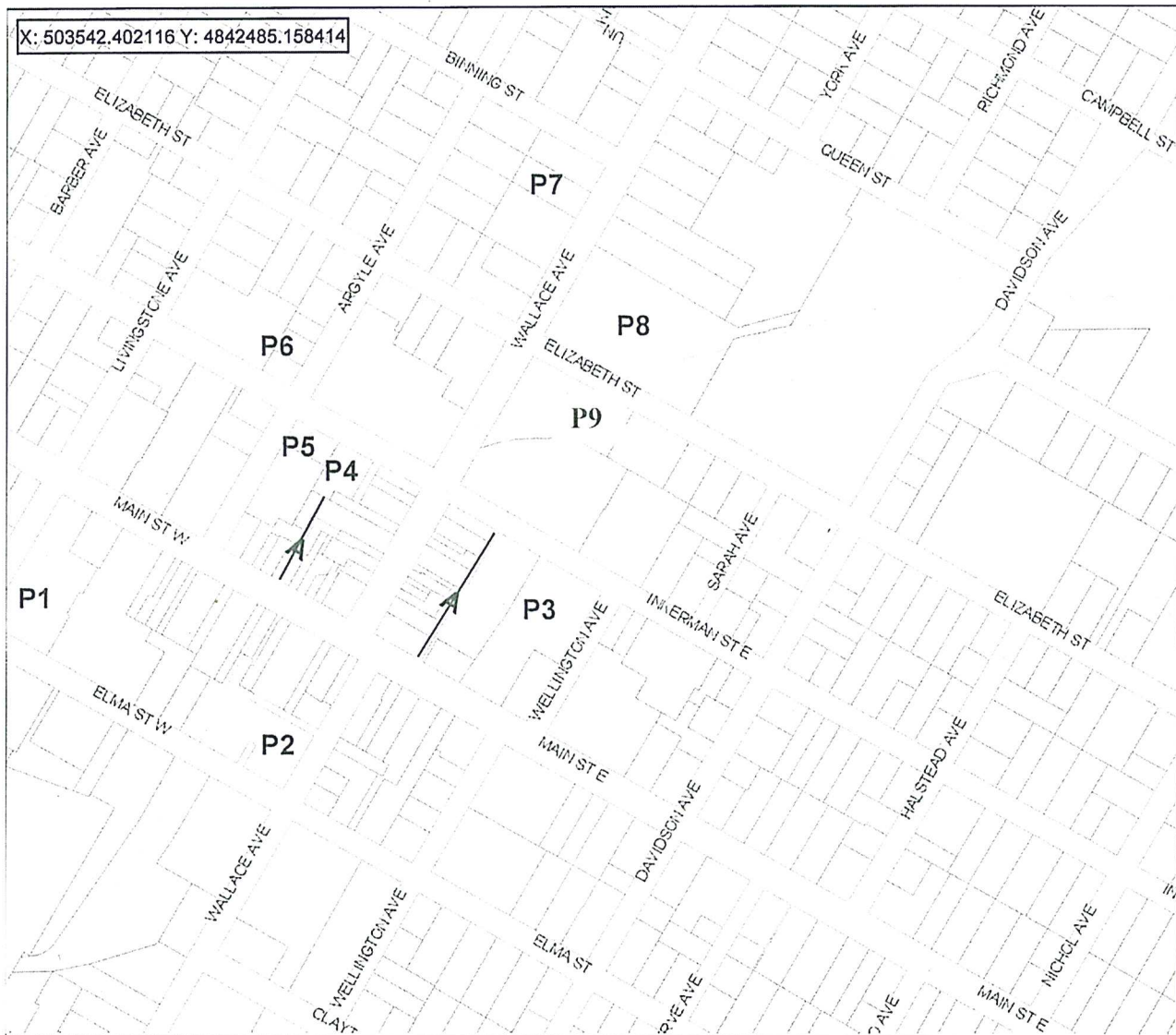
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SCHEDULE 'D'
Core Business Area



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SCHEDULE 'E'
Parking Lots



- P1 - Listowel Library Parking Lot
- P2 - Parking Lot at the Corner of Wallace Ave S and Elma St W
- P3 - 169 Main St E Parking Lot (Corner of Inkerman St E and Wellington Ave N)
- P4 - 132 Inkerman St W Parking lot
- P5 - 178 Argyle Ave N Parking Lot
- P6 - Listowel Presbyterian Church Parking Lot
- P7 - 375 Wallace Ave N, Listowel (United Church Parking Lot)
- P8 - 330 Wallace Ave N, Listowel (Municipal Office Parking Lot)
- P9 - Well #4

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SCHEDULE 'F'

ONTARIO REGULATION 239/02
MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS

Consolidation Period: From January 25, 2013 to the e-Laws currency date.

Last amendment: O. Reg. 47/13.

This Regulation is made in English only.

Definitions

1. (1) In this Regulation,

“**cm**” means centimetres;

“**day**” means a 24-hour period;

“**ice**” means all kinds of ice, however formed;

“**motor vehicle**” has the same meaning as in subsection 1 (1) of the Highway Traffic Act, except that it does not include a motor assisted bicycle;

“**non-paved surface**” means a surface that is not a paved surface;

“**Ontario Traffic Manual**” means the Ontario Traffic Manual published by the Ministry of Transportation, as amended from time to time;

“**paved surface**” means a surface with a wearing layer or layers of asphalt, concrete or asphalt emulsion;

“**roadway**” has the same meaning as in subsection 1 (1) of the Highway Traffic Act;

“**shoulder**” means the portion of a highway that provides lateral support to the roadway and that may accommodate stopped motor vehicles and emergency use;

“**snow accumulation**” means the natural accumulation of any of the following that, alone or together, covers more than half a lane width of a roadway:

1. Newly-fallen snow.
2. Wind-blown snow.
3. Slush;

“**substantial probability**” means a significant likelihood considerably in excess of 51 per cent;

“**surface**” means the top of a roadway or shoulder;

“**weather**” means air temperature, wind and precipitation. O. Reg. 239/02, s. 1 (1); O. Reg. 23/10, s. 1 (1); O. Reg. 47/13, s. 1.

(2) For the purposes of this Regulation, every highway or part of a highway under the jurisdiction of a municipality in Ontario is classified in the Table to this section as a Class 1, Class 2, Class 3, Class 4, Class 5 or Class 6 highway, based on the speed limit applicable to it and the average annual daily traffic on it. O. Reg. 239/02, s. 1 (2).

(3) For the purposes of subsection (2) and the Table to this section, the average annual daily traffic on a highway or part of a highway under municipal jurisdiction shall be determined,

(a) by counting and averaging the daily two-way traffic on the highway or part of the highway; or

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(b) by estimating the average daily two-way traffic on the highway or part of the highway. O. Reg. 239/02, s. 1 (3); O. Reg. 23/10, s. 1 (2).

(4) For the purposes of this Regulation, a municipality is deemed to be aware of a fact if, in the absence of actual knowledge of the fact, circumstances are such that the municipality ought reasonably to be aware of the fact. O. Reg. 23/10, s 1 (3).

TABLE
CLASSIFICATION OF HIGHWAYS

Average Annual Daily Traffic (number of motor vehicles)	Posted or Statutory Speed Limit (kilometres per hour)							
	91 - 100	81 - 90	71 - 80	61 - 70	51 - 60	41 - 50	31 - 40	1 - 30
15,000 or more	1	1	1	2	2	2	2	2
12,000 - 14,999	1	1	1	2	2	3	3	3
10,000 - 11,999	1	1	2	2	3	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3	3
6,000 - 7,999	1	2	2	3	3	3	3	3
5,000 - 5,999	1	2	2	3	3	3	3	3
4,000 - 4,999	1	2	3	3	3	3	4	4
3,000 - 3,999	1	2	3	3	3	4	4	4
2,000 - 2,999	1	2	3	3	4	4	4	4
1,000 - 1,999	1	3	3	3	4	4	5	5
500 - 999	1	3	4	4	4	4	5	5
200 - 499	1	3	4	4	5	5	5	5
50 - 199	1	3	4	5	5	5	5	5
0 - 49	1	3	6	6	6	6	6	6

O. Reg. 613/06, s. 1.

Application

2. (1) This Regulation sets out the minimum standards of repair for highways under municipal jurisdiction for the purpose of clause 44 (3) (c) of the Act. O. Reg. 288/03, s. 1.

(2) Revoked: O. Reg. 23/10, s. 2.

(3) This Regulation does not apply to Class 6 highways. O. Reg. 239/02, s. 2 (3).

Minimum Standards

Patrolling

3. (1) The minimum standard for the frequency of patrolling of highways to check for conditions described in this Regulation is set out in the Table to this section. O. Reg. 23/10, s. 3 (1).

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(2) If it is determined by the municipality that the weather monitoring referred to in section 3.1 indicates that there is a substantial probability of snow accumulation on roadways, ice formation on roadways or icy roadways, the minimum standard for patrolling highways is, in addition to that set out in subsection (1), to patrol highways that the municipality selects as representative of its highways, at intervals deemed necessary by the municipality, to check for such conditions. O. Reg. 47/13, s. 2.

(3) Patrolling a highway consists of observing the highway, either by driving on or by electronically monitoring the highway, and may be performed by persons responsible for patrolling highways or by persons responsible for or performing highway maintenance activities. O. Reg. 23/10, s. 3 (1).

(4) This section does not apply in respect of the conditions described in section 10, subsections 11 (0.1) and 12 (1) and section 16.1. O. Reg. 23/10, s. 3 (1).

TABLE
PATROLLING FREQUENCY

Class of Highway	Patrolling Frequency
1	3 times every 7 days
2	2 times every 7 days
3	once every 7 days
4	once every 14 days
5	once every 30 days

O. Reg. 239/02, s. 3, Table; O. Reg. 23/10, s. 3 (2).

Weather monitoring

3.1 (1) From October 1 to April 30, the minimum standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once every shift or three times per calendar day, whichever is more frequent, at intervals determined by the municipality. O. Reg. 47/13, s. 3.

(2) From May 1 to September 30, the minimum standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once per calendar day. O. Reg. 47/13, s. 3.

Snow accumulation

4. (1) The minimum standard for addressing snow accumulation is,

- (a) after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
- (b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table within the time set out in the Table,
 - (i) to provide a minimum lane width of the lesser of three metres for each lane or the actual lane width, or
 - (ii) on a Class 4 or Class 5 highway with two lanes, to provide a total width of at least five metres. O. Reg. 47/13, s. 4.

(2) If the depth of snow accumulation on a roadway is less than or equal to the depth set out in the Table to this section, the roadway is deemed to be in a state of repair with respect to snow accumulation. O. Reg. 47/13, s. 4.

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(3) For the purposes of this section, the depth of snow accumulation on a roadway may be determined in accordance with subsection (4) by a municipal employee, agent or contractor, whose duties or responsibilities include one or more of the following:

1. Patrolling highways.
2. Performing highway maintenance activities.
3. Supervising staff who perform activities described in paragraph 1 or 2. O. Reg. 47/13, s. 4.

(4) The depth of snow accumulation on a roadway may be determined by,

- (a) performing an actual measurement;
- (b) monitoring the weather; or
- (c) performing a visual estimate. O. Reg. 47/13, s. 4.

(5) For the purposes of this section, addressing snow accumulation on a roadway includes, but is not limited to,

- (a) plowing the roadway;
- (b) salting the roadway;
- (c) applying abrasive materials to the roadway; or
- (d) any combination of the methods described in clauses (a), (b) and (c). O. Reg. 47/13, s. 4.

(6) This section does not apply to that portion of the roadway designated for parking. O. Reg. 47/13, s. 4.

TABLE
SNOW ACCUMULATION

Class of Highway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

O. Reg. 47/13, s. 4.

Ice formation on roadways and icy roadways

5. (1) The minimum standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:

1. Monitor the weather in accordance with section 3.1.
2. Patrol in accordance with section 3.
3. If the municipality determines, as a result of its activities under paragraph 1 or 2, that there is a substantial probability of ice forming on a roadway, treat the roadway to prevent ice formation within the time set out in the Table to this section, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose. O. Reg. 47/13, s. 5.

(2) If the municipality meets the minimum standard set out in subsection (1) and, despite such compliance, ice forms on a roadway, the roadway is deemed to be in a state of repair until the earlier of,

- (a) the time that the municipality becomes aware of the fact that the roadway is icy; or

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(b) the applicable time set out in the Table to this section for treating the roadway to prevent ice formation expires. O. Reg. 47/13, s. 5.

(3) The minimum standard for treating icy roadways after the municipality becomes aware of the fact that a roadway is icy is to treat the icy roadway within the time set out in the Table to this section, and an icy roadway is deemed to be in a state of repair until the applicable time set out in the Table for treating the icy roadway expires. O. Reg. 47/13, s. 5.

(4) For the purposes of this section, treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand. O. Reg. 47/13, s. 5.

TABLE
ICE FORMATION PREVENTION AND ICY ROADWAYS

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

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OBJECTIVES

To reduce the hazards of icy road conditions to motorists;

To reduce economic losses to the community and industry caused by worker absenteeism due to road conditions;

To facilitate the handling of emergencies by fire, ambulance and police officials;

To maintain safe, passable school bus routes;

To maintain roads in accordance with O.Reg 239/02 and O.Reg 47/13 "Minimum Maintenance Standards for Municipal Highways" (Schedule 'F').

GENERAL

The winter maintenance period shall commence November 15th and end March 31st. Hours of operation during this period will be 3:00am to 8:00pm.

The Public Works Supervisor is primarily responsible for making decisions regarding the most efficient use of available resources. Weather reports and experience shall assist in making these decisions.

All roads within the Municipality of North Perth do not have to be maintained to the same winter maintenance level of service. The level of service given varies in accordance with the classification given to the road under O.Reg 239/02 and O.Reg 47/13.

As the name implies, No Winter Maintenance roads receive only summer maintenance. Therefore, these roads will not be discussed in this policy.