

The Corporation of the Township of Wollaston

By-Law 50-11

Being a By-law to establish Roadway Levels of Service, establish speed limits, establish the classification of highways within the jurisdiction of the Corporation of the Township of Wollaston and to adopt the Wollaston Township Winter Patrol Policy.

WHEREAS the Township of Wollaston, hereafter referred to as the Township, is a municipality that has jurisdiction over the highways and bridges;

Section 44 of the Municipal Act, S.O. 2001, c.25, requires a municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge;

Regulation 239/02 has established Minimum Maintenance Standards for Municipal Highways and a Table of Classification of Highways; (See Schedule "A")

Section 128 of the Highway Traffic Act, R.S.O. 1990, c.H.8, as amended, provides that the council of a municipality may by by-law prescribe a rate of speed for motor vehicles driven on a highway;

The Council of the Corporation of the Township of Wollaston ENACTS AS FOLLOWS:
The Township of Wollaston hereby adopts the Classification Listing of the Highways in the municipality as set out in Schedule (B), attached hereto;

1. The speed limits for the Township roads listed in Schedule "C" attached hereto are hereby adopted and shall be signed in accordance with the speed limits listed in Schedule "C".
2. Highways within the Township which fall under the Class 6 Highways designation as defined by Ontario Regulation 239/02 shall be further subdivided as follows:
 - a. Class 6-1 highways shall receive year-round maintenance;
 - b. Class 6-2 highways shall not be maintained between November 1 and March 31 of the following year.
3. Class 6-1 highways shall be maintained in accordance with the Minimum Maintenance Standards for Class 5 highways under Ontario Regulation 239/02.
4. Class 6-2 highways shall be maintained in accordance with the Minimum Maintenance Standards for Class 5 highways under Ontario Regulation 239/02 for the period between April 1 and October 31.
5. Class 6-2 highways shall be signed by the Township as "Not Maintained November 1st to March 31st – Use at Own Risk".

All By-Laws or parts of By-Laws previously passed inconsistent with the provisions of By-Law 50-11 are hereby repealed.

This By-law shall come into force and take effect immediately upon passing.


PASSED this 20th day of December, 2011.



Deputy Reeve

~~Dan McCaw, Reeve~~

Graham Blair



Christine FitzSimons, CAO/Clerk

**Municipal Act, 2001
Loi de 2001 sur les municipalités**

**ONTARIO REGULATION 239/02
MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS**

Consolidation Period: From February 18, 2010 to the e-Laws currency date.

Last amendment: O. Reg. 23/10.

This Regulation is made in English only.

Definitions

1. (1) In this Regulation,

“cm” means centimetres;

“day” means a 24-hour period;

“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;

“surface” means the top of a roadway or shoulder. O. Reg. 239/02, s. 1 (1); O. Reg. 23/10, s. 1 (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

(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	1 - 40
15,000 or more	1	1	1	2	2	2	2
12,000 - 14,999	1	1	1	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	3	3
5,000 - 5,999	1	2	2	3	3	3	3
4,000 - 4,999	1	2	3	3	3	3	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	4	4
1,000 - 1,999	1	3	3	3	4	4	5

500 - 999	1	3	4	4	4	4	5
200 - 499	1	3	4	4	5	5	5
50 - 199	1	3	4	5	5	5	5
0 - 49	1	3	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).

(2) During the season when a municipality performs winter highway maintenance, 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, as necessary, to check for conditions described in sections 4 and 5. O. Reg. 23/10, s. 3 (1).

(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).

Snow accumulation

4. (1) The minimum standard for clearing 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 snow-clearing resources as soon as practicable; and

(b) after the snow accumulation has ended, to clear 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. 23/10, s. 4.

(2) This section,

(a) does not apply to that portion of the roadway designated for parking; and

(b) only applies to a municipality during the season when the municipality performs winter highway maintenance. O. Reg. 23/10, s. 4.

(3) In this section,

“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. New fallen snow.

2. Wind-blown snow.

3. Slush. O. Reg. 23/10, 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. 239/02, s. 4, Table.

Icy roadways

5. (1) The minimum standard for treating icy roadways after becoming 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. O. Reg. 23/10, s. 5.

(2) This section only applies to a municipality during the season when the municipality performs winter highway maintenance. O. Reg. 239/02, s. 5 (2).

TABLE
ICY ROADWAYS

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

O. Reg. 239/02, s. 5, Table.

Potholes

6. (1) If a pothole exceeds both the surface area and depth set out in Table 1, 2 or 3 to this section, as the case may be, the minimum standard is to repair the pothole within the time set out in Table 1, 2 or 3, as appropriate, after becoming aware of the fact. O. Reg. 239/02, s. 6 (1).

(2) A pothole shall be deemed to be repaired if its surface area or depth is less than or equal to that set out in Table 1, 2 or 3, as appropriate. O. Reg. 239/02, s. 6 (2).

TABLE 1
POTHOLES ON PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1000 cm ²	8 cm	7 days
4	1000 cm ²	8 cm	14 days
5	1000 cm ²	8 cm	30 days

O. Reg. 239/02, s. 6, Table 1.

TABLE 2
POTHOLES ON NON-PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
3	1500 cm ²	8 cm	7 days
4	1500 cm ²	10 cm	14 days
5	1500 cm ²	12 cm	30 days

O. Reg. 239/02, s. 6, Table 2.

TABLE 3
POTHOLES ON PAVED OR NON-PAVED SURFACE OF SHOULDER

Class of Highway	Surface Area	Depth	Time
------------------	--------------	-------	------

1	1500 cm ²	8 cm	7 days
2	1500 cm ²	8 cm	7 days
3	1500 cm ²	8 cm	14 days
4	1500 cm ²	10 cm	30 days
5	1500 cm ²	12 cm	60 days

O. Reg. 239/02, s. 6, Table 3.

Shoulder drop-offs

7. (1) If a shoulder drop-off is deeper, for a continuous distance of 20 metres or more, than the depth set out in the Table to this section, the minimum standard is to repair the shoulder drop-off within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 7 (1).

(2) A shoulder drop-off shall be deemed to be repaired if its depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 7 (2).

(3) In this section,

“shoulder drop-off” means the vertical differential, where the paved surface of the roadway is higher than the surface of the shoulder, between the paved surface of the roadway and the paved or non-paved surface of the shoulder. O. Reg. 239/02, s. 7 (3).

TABLE
SHOULDER DROP-OFFS

Class of Highway	Depth	Time
1	8 cm	4 days
2	8 cm	4 days
3	8 cm	7 days
4	8 cm	14 days
5	8 cm	30 days

O. Reg. 239/02, s. 7, Table.

Cracks

8. (1) If a crack on the paved surface of a roadway is greater, for a continuous distance of three metres or more, than both the width and depth set out in the Table to this section, the minimum standard is to repair the crack within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 8 (1).

(2) A crack shall be deemed to be repaired if its width or depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 8 (2).

TABLE
CRACKS

Class of Highway	Width	Depth	Time
1	5 cm	5 cm	30 days
2	5 cm	5 cm	30 days
3	5 cm	5 cm	60 days
4	5 cm	5 cm	180 days
5	5 cm	5 cm	180 days

O. Reg. 239/02, s. 8, Table.

Debris

9. (1) If there is debris on a roadway, the minimum standard is to deploy resources, as soon as practicable after becoming aware of the fact, to remove the debris. O. Reg. 239/02, s. 9 (1).

(2) In this section,

“debris” means any material or object on a roadway,

(a) that is not an integral part of the roadway or has not been intentionally placed on the roadway by a municipality, and

(b) that is reasonably likely to cause damage to a motor vehicle or to injure a person in a motor vehicle. O. Reg. 239/02, s. 9 (2).

Luminaires

10. (0.1) The minimum standard for the frequency of inspecting all luminaires to check to see that they are functioning is once per year. O. Reg. 23/10, s. 6.

(1) For conventional illumination, if three or more consecutive luminaires on a highway are not functioning, the minimum standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 239/02, s. 10 (1).

(2) For conventional illumination and high mast illumination, if 30 per cent or more of the luminaires on any kilometre of highway are not functioning, the minimum standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 239/02, s. 10 (2).

(3) Despite subsection (2), for high mast illumination, if all of the luminaires on consecutive poles are not functioning, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 239/02, s. 10 (3).

(4) Despite subsections (1), (2) and (3), for conventional illumination and high mast illumination, if more than 50 per cent of the luminaires on any kilometre of a Class 1 highway with a speed limit of 90 kilometres per hour or more are not functioning, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 239/02, s. 10 (4).

(5) Luminaires shall be deemed to be repaired,

(a) for the purpose of subsection (1), if the number of non-functioning consecutive luminaires does not exceed two;

(b) for the purpose of subsection (2), if more than 70 per cent of luminaires on any kilometre of highway are functioning;

(c) for the purpose of subsection (3), if one or more of the luminaires on consecutive poles are functioning;

(d) for the purpose of subsection (4), if more than 50 per cent of luminaires on any kilometre of highway are functioning. O. Reg. 239/02, s. 10 (5).

(6) Subsections (1), (2) and (3) only apply to,

(a) Class 1 and Class 2 highways; and

(b) Class 3, Class 4 and Class 5 highways with a posted speed of 80 kilometres per hour or more. O. Reg. 239/02, s. 10 (6).

(7) In this section,

“conventional illumination” means lighting, other than high mast illumination, where there are one or more luminaires per pole;

“high mast illumination” means lighting where there are three or more luminaires per pole and the height of the pole exceeds 20 metres;

“luminaire” means a complete lighting unit consisting of,

(a) a lamp, and

(b) parts designed to distribute the light, to position or protect the lamp and to connect the lamp to the power supply. O. Reg. 239/02, s. 10 (7).

TABLE
LUMINAIRES

Class of Highway	Time
1	7 days
2	7 days
3	14 days
4	14 days
5	14 days

O. Reg. 239/02, s. 10, Table.

Signs

11. (0.1) The minimum standard for the frequency of inspecting signs of a type listed in subsection (2) to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per year. O. Reg. 23/10, s. 7 (1).

(1) If any sign of a type listed in subsection (2) is illegible, improperly oriented, obscured or missing, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair or replace the sign. O. Reg. 239/02, s. 11 (1); O. Reg. 23/10, s. 7 (2).

(2) This section applies to the following types of signs:

1. Checkerboard.

2. Curve sign with advisory speed tab.

3. Do not enter.
- 3.1 Load Restricted Bridge.
- 3.2 Low Bridge.
- 3.3 Low Bridge Ahead.
4. One Way.
5. School Zone Speed Limit.
6. Stop.
7. Stop Ahead.
8. Stop Ahead, New.
9. Traffic Signal Ahead, New.
10. Two-Way Traffic Ahead.
11. Wrong Way.
12. Yield.
13. Yield Ahead.
14. Yield Ahead, New. O. Reg. 239/02, s. 11 (2); O. Reg. 23/10, s. 7 (3).

Regulatory or warning signs

12. (1) The minimum standard for the frequency of inspecting regulatory signs or warning signs to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per year. O. Reg. 23/10, s. 8.

(2) If a regulatory sign or warning sign is illegible, improperly oriented, obscured or missing, the minimum standard is to repair or replace the sign within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 23/10, s. 8.

(3) In this section, “regulatory sign” and “warning sign” have the same meanings as in the Ontario Traffic Manual, except that they do not include a sign listed in subsection 11 (2) of this Regulation. O. Reg. 23/10, s. 8.

TABLE
REGULATORY AND WARNING SIGNS

Class of Highway	Time
1	7 days
2	14 days
3	21 days
4	30 days
5	30 days

O. Reg. 239/02, s. 12, Table.

Traffic control signal systems

13. (1) If a traffic control signal system is defective in any way described in subsection (2), the minimum standard is to deploy resources as soon as practicable after becoming aware of the defect to repair the defect or replace the defective component of the traffic control signal system. O. Reg. 239/02, s. 13 (1).

(2) This section applies if a traffic control signal system is defective in any of the following ways:

1. One or more displays show conflicting signal indications.
2. The angle of a traffic control signal or pedestrian control indication has been changed in such a way that the traffic or pedestrian facing it does not have clear visibility of the information conveyed or that it conveys confusing information to traffic or pedestrians facing other directions.
3. A phase required to allow a pedestrian or vehicle to safely travel through an intersection fails to occur.
4. There are phase or cycle timing errors interfering with the ability of a pedestrian or vehicle to safely travel through an intersection.
5. There is a power failure in the traffic control signal system.
6. The traffic control signal system cabinet has been displaced from its proper position.

7. There is a failure of any of the traffic control signal support structures.
8. A signal lamp or a pedestrian control indication is not functioning.
9. Signals are flashing when flashing mode is not a part of the normal signal operation. O. Reg. 239/02, s. 13 (2).

(3) Despite subsection (1) and paragraph 8 of subsection (2), if the posted speed of all approaches to the intersection or location of the non-functioning signal lamp or pedestrian control indication is less than 80 kilometres per hour and the signal that is not functioning is a green or a pedestrian “walk” signal, the minimum standard is to repair or replace the defective component by the end of the next business day. O. Reg. 239/02, s. 13 (3).

(4) In this section and section 14,

“cycle” means a complete sequence of traffic control indications at a location;

“display” means the illuminated and non-illuminated signals facing the traffic;

“indication” has the same meaning as in the *Highway Traffic Act*;

“phase” means a part of a cycle from the time where one or more traffic directions receive a green indication to the time where one or more different traffic directions receive a green indication;

“power failure” means a reduction in power or a loss in power preventing the traffic control signal system from operating as intended;

“traffic control signal” has the same meaning as in the *Highway Traffic Act*;

“traffic control signal system” has the same meaning as in the *Highway Traffic Act*. O. Reg. 239/02, s. 13 (4).

Traffic control signal system sub-systems

14. (1) The minimum standard is to inspect, test and maintain the following traffic control signal system sub-systems every 12 months:

1. The display sub-system, consisting of traffic signal and pedestrian crossing heads, physical support structures and support cables.
2. The traffic control sub-system, including the traffic control signal cabinet and internal devices such as timer, detection devices and associated hardware, but excluding conflict monitors.
3. The external detection sub-system, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push- buttons. O. Reg. 239/02, s. 14 (1).

(2) The minimum standard is to inspect, test and maintain conflict monitors every five to seven months and at least twice a year. O. Reg. 239/02, s. 14 (2).

(3) In this section,

“conflict monitor” means a device that continually checks for conflicting signal indications and responds to a conflict by emitting a signal. O. Reg. 239/02, s. 14 (3).

Bridge deck spalls

15. (1) If a bridge deck spall exceeds both the surface area and depth set out in the Table to this section, the minimum standard is to repair the bridge deck spall within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 15 (1).

(2) A bridge deck spall shall be deemed to be repaired if its surface area or depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 15 (2).

(3) In this section,

“bridge deck spall” means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge. O. Reg. 239/02, s. 15 (3).

TABLE
BRIDGE DECK SPALLS

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1,000 cm ²	8 cm	7 days
4	1,000 cm ²	8 cm	7 days
5	1,000 cm ²	8 cm	7 days

O. Reg. 239/02, s. 15, Table.

Roadway surface discontinuities

16. (1) If a surface discontinuity on a roadway, other than a surface discontinuity on a bridge deck, exceeds the height set out in the Table to this section, the minimum standard is to repair the surface discontinuity within the time set out in the Table after becoming aware of the fact. O. Reg. 23/10, s. 9.

(2) If a surface discontinuity on a bridge deck exceeds five centimetres, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the surface discontinuity on the bridge deck. O. Reg. 23/10, s. 9.

(3) In this section,

“surface discontinuity” means a vertical discontinuity creating a step formation at joints or cracks in the paved surface of the roadway, including bridge deck joints, expansion joints and approach slabs to a bridge. O. Reg. 23/10, s. 9.

TABLE
SURFACE DISCONTINUITIES

Class of Highway	Height	Time
1	5 cm	2 days
2	5 cm	2 days
3	5 cm	7 days
4	5 cm	21 days
5	5 cm	21 days

O. Reg. 239/02, s. 16, Table.

Sidewalk surface discontinuities

16.1 (1) The minimum standard for the frequency of inspecting sidewalks to check for surface discontinuity is once per year. O. Reg. 23/10, s. 10.

(2) If a surface discontinuity on a sidewalk exceeds two centimetres, the minimum standard is to treat the surface discontinuity within 14 days after becoming aware of the fact. O. Reg. 23/10, s. 10.

(3) For the purpose of subsection (2), treating a surface discontinuity on a sidewalk means taking reasonable measures to protect users of the sidewalk from the discontinuity, including making permanent or temporary repairs, alerting users' attention to the discontinuity or preventing access to the area of discontinuity. O. Reg. 23/10, s. 10.

(4) In this section,

“surface discontinuity” means a vertical discontinuity creating a step formation at joints or cracks in the surface of the sidewalk. O. Reg. 23/10, s. 10.

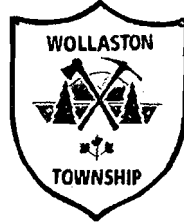
REVIEW OF REGULATION

Review

17. (1) The Minister of Transportation shall conduct a review of this Regulation and Ontario Regulation 612/06 (Minimum Maintenance Standards for Highways in the City of Toronto) made under the *City of Toronto Act, 2006* every five years. O. Reg. 613/06, s. 2.

(2) Despite subsection (1), the first review after the completion of the review started before the end of 2007 shall be started five years after the day Ontario Regulation 23/10 is filed. O. Reg. 23/10, s. 11.

18. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION). O. Reg. 239/02, s. 18.



Wollaston Township Winter Patrol Policy

Approved By: Township of Wollaston Council
Approval Date: December 20, 2011
Effective Date: December 20, 2011

Policy Statement

The Township of Wollaston Council believes that it is in the public interest to create a Winter Patrol Policy to meet the requirement of the Municipal Minimum Maintenance Standards during the winter months from Nov. 15th to April 15th.

Purpose

The purpose of this policy is to define situations where extra patrolling may be required. All municipally assumed roads listed in By-Law 50-11 as receiving winter maintenance will be patrolled every 14 days, during a storm event or when one of the below mentioned conditions occurs.

Application

When winds will exceed 20 km/h sections of Highway 620, The Ridge Road and The South Road may experience some drifting conditions. The Municipality will patrol these roads on a daily basis and will deploy plow and sanding equipment within the time frame set out in the Municipal Minimum Standards (By-Law 50-11) to treat these icy conditions. Specific attention will be paid to known trouble areas as set out in Appendix 1 of this policy.

During periods of prolonged sunlight icy conditions have been known to develop on The Ridge Road, Lower Faraday Road and Highway 620 in some shaded areas. The Municipality will patrol on a daily basis and will deploy sanding equipment within the time frame set out in the Municipal Minimum Standards (By-Law 50-11) to treat these icy conditions. Specific attention will be paid to known trouble areas as set out in Appendix 2 of this policy.

The below mentioned roads will be representative roads used by Wollaston Township for patrolling during winter storm events. Using the principal of constructive knowledge, the roads connecting to and adjacent to these representative roads are deemed to have the same condition as the representative roads.

- Highway 620
- The Ridge Road
- Lower Faraday Road

Definitions

When municipal equipment is deployed for winter maintenance, all operators shall be treated as patrol persons and all the winter maintenance records that are created by these patrol persons will be treated as patrol records for the purpose of this policy.

Exclusions

Neither the Corporation of the Township of Wollaston nor its Officials make any promise or assurance that municipal highway maintenance will be in excess of the minimum standards defined by Wollaston By-Law 50-11.

Policy Authority

This policy as been adopted by Wollaston Council by By-Law 50-11, dated December 20, 2011.

Signed: _____ Reeve

Date: _____

Signed _____ CAO/Clerk

Date: _____

Winter Patrol Policy
Appendix 1

When winds exceed 20km/h the following locations are known to experience drifting conditions and will receive specific attention during patrols.

1. Highway 620 between Salem Road and Robertson Road along the South East portion of Concession 9 Lot 22.
2. The South Road South of Ferguson Bay Lane in Concession 6 Lot 23 through to the boundary of Concession 5.
3. The Ridge Road along the North half of the frontage between Concession 2 Lot 18 and 19.
4. The Ridge Road South of Embury Lane in Concession 6 Lot 13 through to the boundary of the property known as 569 The Ridge Road.
5. Highway 620 at Drumm Lake along the South East portion of Concession 9 Lot 7.
6. Highway 620 along the North frontage of Concession 8 Lot 5.

Winter Patrol Policy
Appendix B

During periods of prolonged sunlight the following locations are known to develop icy conditions and will receive specific attention during patrols.

- A. Highway 620 along the West half of Concession 8 Lot 29.
- B. Highway 620 along the center half of Lot 40 West of Hastings Road.

50-11 Schedule "B" Township of Wollaston Road Classifications

Road Name	Roads Priority	Length Km	Class/Level of service	Designated for winter maintenance	Concessions & lots
Hwy 620	1	15.5	4	Yes	C 8/9 L 1-32
Ridge Road	2	7.6	5	Yes	C1 L 21 – C8 L12
North Steenburg Road	3	3.5	5	Yes	C1 L1 – C 1 L 9 to #2470 Marmora & Lake From #2470 C 1 L 9 to C1 L 18/19 Wollaston C 1 L 19 – C 1 L 20/21 Marmora & Lake
Lower Faraday Road	4	7.0	5	Yes	C9 L16 – C16 L16/17
Wollaston Lake Road	5	1.0	5	Yes	C8/9 L14/15 – C 7 L14
Beach Road	6	0.5	5	Yes	C7 L 14- #102 Beach Lane C7 L14
The South Road	7	12.3	6-1	Yes	C8 L 22- C 1 L32
Old Hastings Road	8	8.7	6-1	Yes	WHR Pt. L39 –WHR L80 Lots 1-part L39 maintained by Limerick Township
Rose Island Road	9	8.7	6-1	Yes	C9L 17 – C 12L 32
Salem Road	10	1.3	6-1	Yes	Hwy 620 C9 L22 – C 10 L21
Clayton Cove Road	11	2.2	6-1	Yes	Hwy 620 C9 L 21 – C7 L21 # 5 Clayton Cove Road then private
Cameron Road	12	2.1	6-1	Yes	C16 L 16 – C 16 L 12 All summer maintenance Faraday Township – winter maintenance 3 years Faraday and 1 year Wollaston
Jones Road	13	1.3	6-1	Yes	C 15/14 L16 – C15 L19
O'Brien's Road	14	0.8	6-1	Yes	C13/12 L 16/15 – C 13/12 L18
Ingram Road	15	7.4	6-1	Yes	C14 Boundary L13 – C16 L23
Boundary Road	16	2.9	6-1	Yes	C16 L 32 – C 13 L32
King's Road	17	2.1	6-1	Yes	C 8 L8 C 7 L7/6 then private
Finnegan Lake Road	18	0.5	6-1	Yes	C8 L 8 C8 L9 to #153
Albert Road	19	1.9	6-1	Yes	C9 L16 – C 10 L11
High Street	20	0.3	6-1	Yes	C8 L15
Mertz Road			6-1	Yes	C16 L 16
Thanet Lake Road			6-1	Yes	C1 L12/11 Maintained by Marmora and Lake
Potter Road					Maintained by North Kawartha
Roberston Road	21	0.4	6-1	Yes	Hwy 620 C 8/9 L22 – L23
Elm Street	22	0.2	6-1	Yes	C9 L16
Conlin Road	23	0.2	6-1	Yes	Hwy 620 C8/9 L 3/4
Norman Lane	24	0.2	6-1	Yes	Hwy 620 C8/9 L 14
Hubert Road	25	0.1	6-1	Yes	Hwy 620 C9 L 25
Centre Street	26	0.1	6-1	Yes	Hwy 620 C 9 L 15/16
Spring Street	27	277 m	6-1	Yes	C9, pt L 16, Lot 15

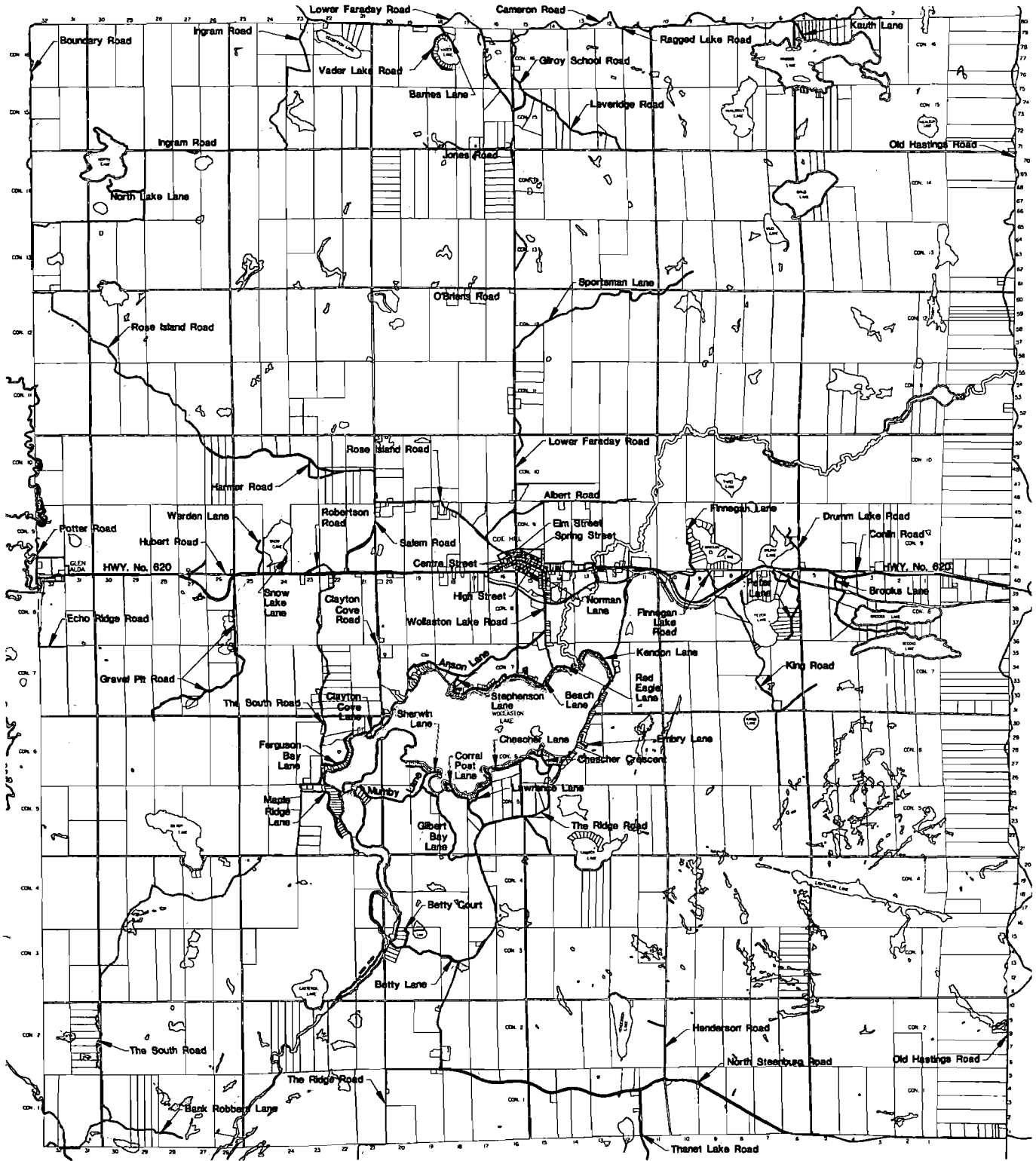
Limited Maintenance And Seasonal Roads					
Gravel Pit Road	27	1.2	6-2	Yes	Hwy 620 C8/9 L 26/25 – C 7 L 26/25 then private
Ragged Lake Road	28	4.5	6-2	No	C16 L12 – C 16 L3
Gilroy School Road	29	1.1	6-2	No	C15 L 15 – C 16 L 15
Leveridge Road	30	2.3	6-2	No	C 15 L 15 – C 15 L10
Sportsman Lane	31	1.0	6-2	No	C12 L 15- C12 L 12/13 to # 323 then private
Drum lake Road	32	0.7	6-2	No	Hwy 620 C 9 L 5 C9 L 6
Henderson Road	33	0.9	6-2	No	C1 L 10/11 – C 2 L 10/11 - #155 AB
Bank Robbers Lane (was Jackies Lane)	34	1.0	6-2	No	C1 L 30 – C 1 L29 – to #171 then private
Finnegan Lake Road West	35	0	6-2	No	C 8 L 10 #153
Harmer Road			6-2	No	C10 L 22 - #101 then private
Private Roads in Wollaston Township not covered under road classification					
Anson Lane					C8 L 15 – C 7 L 19/20
Beach Lane					#102 C 7 L15 – C 7 L 18
Chescher Court/Lane/Crescent					C6 L14 – C5 L16
Clayton Cove Lane (portion)					C6 L21/20 - #5 C 6 L 22
Gilbert Bay Lane/Sherwin Lane					C 5 L17 – C 6 L20
Mumby Lane					C 5 L 19 – C 5 L 21
Ferguson Bay Lane					C6 L22
Coral Post Lane					C5 L 17- L18
Lawrence Lane					C 5 L17- L16
Maple Ridge Lane					C 5 L23 – C 5 L21
Stephenson Lane					C 7 L18
Brooks Lane					Hwy 620 C8 L 4– 8 L 2
Betty Lane					C 3 L 18 – C 3 L 20
Betty Court					C3 L20
Kendon Lane					C 7 L 12 – C 7 L 13
Embury Lane					C6 L 13
Werden Lane					Hwy 620 C9 L25
Snow Lake Lane					Hwy 620 C 9 L 24
Peter Lake Lane					Hwy 620 C8 L6
North Lake Lane					C 14 L 29/28 – C 14 L30
Barnes Lane					C 16 – L 18
Gravel Pit Lane					C 7 L 25/26 – C6 L28
Finnegan Lane					C 8 L 9/10 - C 9 L 9/10
Echo Ridge Road					C 8 L 32 – C 7 L 32
Harmer Road					C 10 L 23 – from # 101
Kauth Road					C 16 L5
Potter Road					C9 L 32 maintained by North Kawartha
Red Eagle Lane					C7 L 14
Vader Lake Road					C 16 L 18
Bank Robbers Lane (was Jackies Lane)					C 1 L 28 from #171

50-11 Schedule "C" Speed Limits on Township Roads

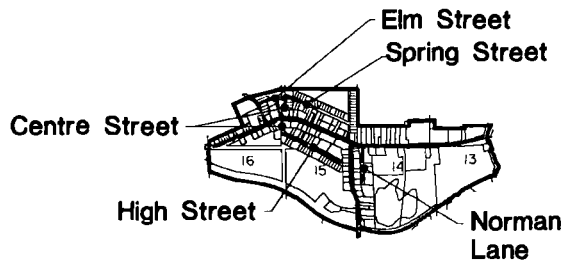
Road Name	Speed Limit
Hwy 620	40 km/h 2357 Hwy 620 to bridge, 60 km/h from 2511 Hwy 620 to 1920 Hwy 620 80 km/h until west of town at #2524 and east limit of town at #1866
Ridge Road	C8L11 (Hwy 620) – C 7 L 12 50 km/h C7 L 12 – C6 L 14 40km/h C6 L 14 – C 2 L 18 70 km/h
North Steenburg Lake Road	C1 L 9 – C1 L 18 70 km/h
Lower Faraday Road	C9 L 16 – C9 L 17 – 50 km/h (620 to corner of Lower Faraday Rd and Rose Island) C9 L 17- C 16 L 16 70 km/h
Wollaston Lake Road	40 km/h
Beach Lane <i>257</i>	40 km/h
The South Road	50 km/h
Rose Island Road	50 km/h
Salem Road	50 km/h
Clayton Cove Road	50 km/h
Ingram Road	50 km/h
Albert Road	50 km/h

TOWNSHIP OF WOLLASTON

Road Status Map

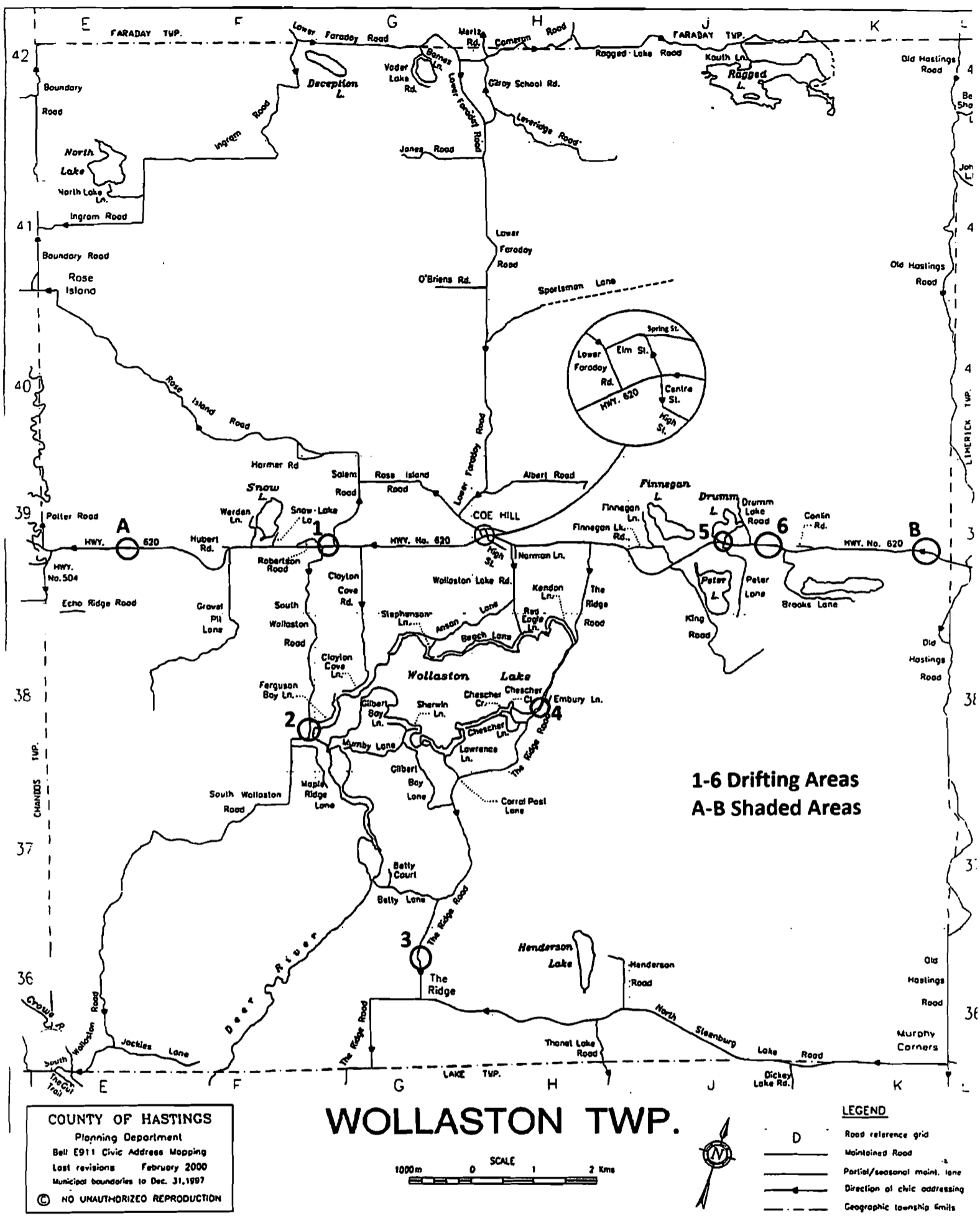


- ROAD STATUS LEGEND**
- MAINTAINED YEAR-ROUND
 - - - MAINTAINED SEASONALLY
 - NOT MAINTAINED (PRIVATE ROAD)
 - LAKES AND RIVERS



SCALE: 1:30,000	PLD: 1-30	JOB NO. 09510-1
DESIGN: H.R.	CHECKED: H.R.	DWG. 09510-RSM
DRAWN: S.L.	DATE: OCTOBER 2009	

COE HILL
SCALE 1:15,000



Grid Ref.	ROAD NAMES
39H	ALBERT RD
39H,38C	ANSON LN
42G	BARNES LN
38H,38C	BEACH LN
37C	BETTY CT
37C	BETTY LN
41E,42E	BOUNDARY RD
39J,39K	BROOKS LN
42G,42H	CAMERON RD
39H	CENTRE ST
38H	CHESCHER CR
38H	CHESCHER CT
38H	CHESCHER LN
38H	CLAYTON COVE LN
38H	CLAYTON COVE RD
38K	CONLIN RD
38C	CORRAL POST LN
39J	DRUMM LAKE RD

Grid Ref.	ROAD NAMES
38E	ECHO RIDGE RD
38H	ELM ST
38H	EMBURY LN
38G	FERGUSON BAY LN
38J	FINNEGAN LAKE RD
38J	FINNEGAN LN
37G,38G	GILBERT BAY LN
42H	GILROY SCHOOL RD
38E-39F	GRAVEL PIT LN
40F	HARMER RD
38H	HENDERSON RD
38H	HIGH ST
39E	HIGHWAY 504
39K-39E	HIGHWAY 620
39F	HUBERT RD
42F-41E	INGRAM RD
36E,36F	JACKIES LN
41H,41G	JONES RD

Grid Ref.	ROAD NAMES
42J	KAUTH LN
38H	KENDON LN
39J,38J	KING RD
38G	LAWRENCE LN
42H,41H	LEVERIDGE RD
42F-39H	LOWER FARADAY RD
38F-37G	MAPLE RIDGE LN
42H	MERTZ RD
38G	MUMBY LN
39H	NORMAN LN
41E	NORTH LAKE LN
38K-38D	NORTH STEENBURG L RD
41H,41O	O'BRIENS RD
42L-38K	OLD HASTINGS RD
39J	PETER LN
39E	POTTER RD

Grid Ref.	ROAD NAMES
42H-42K	RAGGED LAKE RD
38H	RED EAGLE LN
39F	ROBERTSON RD
39C-41E	ROSE ISLAND RD
39G	SALEM RD
38G	SHERWIN LN
39F	SNOW LAKE LN
38G-39E	SOUTH WOLLASTON RD
40H-41J	SPORTSMAN LN
38G	STEPHENSON LN
38H	THANET LAKE RD
39H-36G	THE RIDGE RD
42G	VADER LAKE RD
39F	WERDEN LN
39H,38H	WOLLASTON LAKE RD