

THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE

BY-LAW NO. 62-2013

**Being a By-Law to establish Roadway Service Standards for the
Municipal Road System within the jurisdiction of the
Corporation of the Municipality of Whitestone**

WHEREAS authority is given to the Corporation of the Municipality of Whitestone, hereinafter referred to as the Corporation, being a municipality authorized by Section 44 of the Municipal Act, 2001 Revised, to establish policy regarding municipal roadway service standards;

AND WHEREAS it is found expedient and necessary to have such standards;

AND WHEREAS the Corporation desires to implement policy to identify certain minimum and desired standards for roadway services on roads within the jurisdiction of the municipality, subject to other authority, the described and attached hereto in Schedule "A".

NOW THEREFORE the CORPORATION OF THE MUNICIPALITY OF WHITESTONE ENACTS AS FOLLOWS:

1. That all operational services of the municipal road department be directed to provide services, where applicable, that meet the minimum (maximum) standard of care 100% of the time.
2. That neither this corporation nor its officials make any promise or assurance that roadway services will be in excess of the minimum (maximum) standard herein provided, however, the municipal road department will strive to provide services, where applicable, that meet the desired standard of care 100% of the time.
3. That where situations arise or applications be made which fall outside the scope of these standards, the senior road manager shall respond as he/she deems appropriate, with respect to budgetary constraint and reasonable practice.
4. By-Law No. 17-2013 is hereby rescinded.
5. This by-law shall come into force and effect upon final passage thereof.

Read a First and Second time this 4th day of November, 2013.

Mayor Chris Armstrong

CAO-Clerk Liliane Nolan

Read a Third time and **Passed, Signed and Sealed** this 4th day of November, 2013.

Mayor Chris Armstrong

CAO-Clerk Liliane Nolan

By-Law No. 62-2013

Schedule “A” – Roadway Service Standards Class 5 for the Municipality of Whitestone

GLOSSARY OF TERMS

AADT...Average Annual Daily Traffic is a technical measurement of traffic volume on a road, in both directions. Conversion factors, which vary depending on time of year and week, extrapolate daily traffic counts into aadt.

Ambient Conditions...are conditions that are commonly found in a stabilized environment. Normally in ambient conditions there are no negative effects actively reducing the existing conditions. Ie: Storm, excess traffic or construction effects are not in evidence. See *storm conditions*.

Aspects...in the context of these standards refers to specific elements of roadway service, which are defined by these standards.

Bare...conditions refer to winter road conditions where all travelled lanes are effectively clear of snow build-up or general ice conditions that might impair the safe travel on the road below the travel speed under ambient conditions.

Centre Bare...conditions refer to winter road conditions where one wheel track of each of the travelled lanes is substantially clear of snow and ice conditions allowing the user to negotiate safer travel than if snow packed or general ice conditions prevail.

Conditions...defines the state in which the subject matter is found. The standard indicates the condition being measured.

Continuous Lighting...describes illumination in place to generally improve driver visibility while travelling the road at night.

Class...in the context of these standards refers to the criteria for classifying roadways developed in the preamble to the standards.

Clearance...is the zone measured horizontally and vertically from the centre line of the road in which no obstructions should be permitted, except those that improve the safety of the roadway user. Exceptions may be defined in the standards. See encroachments.

Cycle...is that time interval between inspections conducted for a specific purpose. Consideration can still be made for inspection cycle time adjustments at the discretion of the supervisor for mitigating circumstances, which are of an uncommon, or unpredictable, nature.

Day...is a 24-hour period.

Desirable...describes that level of service standard the roadway authority has established as an objective for road department operations. See preamble of standards for further explanation.

Earth...refers to a road surface composed of native or naturally occurring selected soils that act as the surface and primary bearing layer of the road.

Effect...is the acting of an external influence on the condition of any aspect of the roadway.

Emergency Lag Time...applies to restoring primary traffic control devices to functional adequacy.

Encroachment...is an obstacle inside the clearance zone, which may or may not be permitted by these standards.

Hardtop...refers to a road surface, which is relatively hard in nature, by treatment with either a bonding agent or cement, which effectively prevents reshaping by conventional motor grader.

By-Law No. 62-2013
Schedule “A” – Roadway Service Standards

Horizontal Clearance...is an obstruction free zone measured from the centre line of a road or the left edge of the shoulder lane for 3+ lane roads.

Ice...refers to all kinds of ice, however formed.

Improved...condition refers to the condition being better than it was before, from the perspective of a typical user, all other effects being equal.

Inspection...is the activity performed by a person authorized and directed by the roadway authority to investigate and report on the relevant conditions of the roadway. Qualifications for inspector shall be determined by the roadway authority, and are relevant to the nature of the inspection performed. General inspection has regard for road surface and roadside standards. Winter inspection has regard for winter road surface standards.

Lag Time...means the period of time when any aspect of a roadway may be in a substandard condition. It is typically measured from when the condition occurs. In the case of continuing effects (eg. Storm) causing the condition, the lag time is measured from the end of that effect happening. Typically it is the time in which the department may deliver operational responses to improve the condition if necessary. Unless otherwise specifically qualified in the standard, the condition or effect is deemed to have been identified at time of inspection or when notice was given.

Lane...is that portion of the road designated for a single file of vehicles to travel over, in one direction. For roads where two-way traffic is permitted, the lane width is half the road width unless otherwise delineated by pavement marking.

Localized...conditions, for the purpose of these standards, that occur on short lengths of roadway specifically on bridges, intersections, curves and hills.

Loosetop...refers to a road surface that is of a granular manufactured product, which can reasonably be shaped by a motor grader, and includes road surfaces under reconstruction.

Maximum...in the context of these standards refers to the lowest level of service set by the roadway authority, which the roadway user can reasonably expect. In effect it is the minimum service.

Minimum...in the context of these standards refers to the lowest level of service set by the roadway authority, which the roadway user can reasonably expect. Sometimes maximum defines the minimum service.

Motor Vehicle...has the same meaning as in subsection 1(1) of the Highway Traffic Act, except that it does not include motor assisted bicycle.

Non-Paved Surface...means a surface that is not a paved surface.

Notice...of an effect or condition is considered given when received by an appropriate supervisor of the road authority.

Ontario Traffic Manual...means the Ontario Traffic Manual published by the Ministry of Transportation, as amended from time to time.

Operations...those activities a road department performs to improve a condition or sustain a roadway standard. Operations are normally defined by guidelines (not policy), with discretion of the supervisor to choose various methods to achieve results cost effectively.

Paved Surface...a surface with a wearing layer or layers of asphalt, concrete or asphalt emulsion.

Policies...decisions of a formal nature made by a road authority to enable, qualify and govern

the By-Law No. 62-2013
Schedule “A” – Roadway Service Standards

mission of that authority. Policies are normally qualified as to scope and application. A policy should only be exempted or altered by the body that created it. Municipal policy is best established in the form of a by-law. Policy should not be confused with operational procedures or quality standards. (see operations)

Primary Safety Devices...have regard for the safety and traffic regulation of the roadway. They address matters referred to in the Highway Traffic Act, including traffic signals, flashers and regulatory signs.

Regulatory Signs...those signs that are so referred to in the Ontario Manual of Uniform Traffic Control Devices.

Repair Lag Time...applies to primary safety devices, traffic control devices and vehicle attenuation devices which, due to damage, are not providing the protection for which they were installed. Repair re-instates the existing system to functional service. Installation of temporary devices is deemed to constitute repair.

Response...describes that action taken by the roadway authority when informed of an effect or condition. Monitoring an effect or condition may constitute a response. A reasonable response takes into account the relevant standards.

Restoration Lag Time...refers to time to restore primary safety devices, traffic control devices and vehicle attenuation devices where they have deteriorated below original effectiveness or have ceased to be in compliance with current standards.

Right of Way...(R.O.W.) describes the corridor of land reserved for roadway improvements and under the jurisdiction of the roadway authority. Certain rights of way infer a right of passage to the public. However, in the context of these standards, only rights of way with assumed public roadways are considered. Rights of way solely for non-vehicular traffic are not addressed in these standards (eg. Pedestrian, equestrian, bicycle).

Road...refers specifically to the travelled road surface on a roadway assumed by a roadway authority, but not including on-street parking or stopping zones.

Roadside...refers to all the elements or conditions that make up the roadway within the jurisdiction of the roadway authority, except for the road surface itself.

Roadway...in the context of these standards means any public assumed road right of way, intended for vehicular traffic. It refers not only to the travelled road surface, but to all services relevant to the road, within the right of way.

Roadway = road + roadside

Roadway Authority...indicates the public agency accountable for the status and condition of the roadway. This refers to the Corporation of the Municipality and its designated officials or agents.

Safety...a general term identifying the concept of mitigating bodily injury or death of persons, or direct damage (beyond wear and tear) to vehicles or contents. The obligation to safety in the context of service standards requires that the user operates in a safe manner giving consideration to the relevant effects and conditions, the vehicles is in good condition, satisfies any load restrictions, and contents are properly secured.

Safety Devices...a general term referring to all improvements that have traffic safety as their primary objective, including primary safety devices, traffic control devices and vehicle attenuation devices.

Section...refers to a portion of roadway with a distinct classification, and homogeneous character. A roadway section is commonly used for construction costing, inventory control in Maintenance Management Systems, Road Needs Studies, Pavement Management Studies, and

By-Law No. 62-2013
Schedule “A” – Roadway Service Standards

Priority Planning and Budgeting.

Seasonal...refers to the limited time of the year where certain roadway service standards apply to the subject roadway. (eg. Summer roads, ice roads). In the context of these standards seasonal roads are classified as those not receiving winter services, unless otherwise defined.

Service...can be defined in two contexts. In the larger context any government activity is a service. A roadway network is a service, as is a library, potable water supply, etc. When used in the context of these standards, “service” refers more specifically to aspects of a roadway and their condition. Services are seen from the perspective of the user.

Service Level Matrix...the chart in the standard that specifically defines the service level according to class of roadway.

Service Levels...a range of values that quantify a particular service standard, by one or more parameters, across a range of roadway classifications. Service levels typically reflect a maximum, minimum or desirable.

Shoulder...that maintained surface immediately adjacent to the travelled surface of the road. The shoulder may be partially or fully hardtop, loosetop, grassed, or earth. It is not considered a part of the road for these standards.

Shoulder Width...measured from the edge of the actual outside travelled lane except for loosetop road surfaces, where the measure is from the outside edge of the minimum lane width. Width is measured to the beginning edge of a rounding, where the surface ceases to be maintained for emergency or temporary vehicle use.

Snow Accumulation...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**

Snowpacked...conditions refer to winter road conditions where the travelled surface of the road is covered with a buildup of snow and/or ice and allows the use to manage safe travel.

Speed...refers to the average speed at which an average automobile can safely travel on a road of reasonable length, without the effects of traffic. This does not refer to design speed or legal speed unless specifically qualified. Posted speed is either legal or advisory.

Standards...quantified statements, defining the nature of a product or activity. Usually such standards are minimum or desirable, and in this context refer specifically to the roadway service standards adopted as policy, by a roadway authority.

Storm...conditions or effects are when natural or external effects are acting upon the roadway to reduce the condition as defined by one or more roadway service standards. It does not refer to weather conditions that do not impact on the infrastructure. Storm conditions could include wind, rising and moving water, precipitation, cold temperatures (below -15C), snowfall, freezing rain, hail, blowing snow, etc.

Substandard...refers to a condition that is outside the defined standard. Normally a substandard condition requires a response, unless otherwise considered in the standard.

Substantial Probability...a significant likelihood considerably in excess of 51 per cent.

Supervisor...refers to a manager in a road department who is accountable for the deployment of operations that impact on the condition of roadway services.

By-Law No. 62-2013
Schedule “A” – Roadway Service Standards

Surface...the exposed top of the travelled road and includes adjacent surfaces for turning or stopping, but not parking or shoulders.

System...refers to a collection of roadways, typically of various classifications, owned by a single road authority.

Traffic Control Devices...have regard for the advising and routing of traffic including non-regulatory signs, pavement markings, and hazard markers.

Unassumed Roads...as per Municipal Act, 2001, Revised section 28 (2)(a) (b) – refers to all road allowances located in the municipality that were made by the Crown surveyors; and all road allowances, highways, streets and lanes shown on a registered plan of subdivision.

User...refers to any person travelling on or over the roadway, including vehicle operators, passengers and pedestrians.

Vehicle Attenuation Devices...guide and attenuate errant vehicles and their occupants to reduce damage and personal injury (eg. Barriers, guiderails, inertia barriers).

Vertical Clearance...an obstruction free zone measured from any point on the surface of the road and above the projection of the horizontal clearance width.

Weather...refers to air temperature, wind and precipitation.

Winter...that season when cold weather effects on road conditions can be reasonably expected. The road authority can specifically define this season.

Zone Lighting...describes illumination strategically located at intersections and areas of increased traffic congestion as determined by the road authority. (eg. Crosswalks, major entrances, “blind” corners)

Highway Maintenance Priority Class Categories

<insert chart>

1.0 ROAD SURFACE

The service standards included in section 1 cover those activities required to maintain the surface of paved (hardtop) and non-paved (loosetop) roads over an entire year. For hardtop roads, these activities include but are not limited to: frost heaves, base and utility cut repairs and; hot and cold mix patching. For loosetop, the activities covered by the standard include grading and dust control.

1.1.1 Potholes – Hardtop Driving Surface

<insert chart>

1.1.2 Potholes – Loosetop Driving Surface

<insert chart>

1.1.3 Potholes – Hardtop and Loosetop Shoulder

<insert chart>

The minimum standard is to repair a pothole that exceeds both the surface area and maximum depth (set out in 1.1.1, 1.1.2, and 1.1.3) within the time frame, after becoming aware of the fact.

A pothole **is deemed to be in a state of repair** if its surface area and depth is less than or equal to that set out in 1.1.1, 1.1.2 and 1.1.3.

1.1.4 Cracks

<insert chart>

A crack in the hardtop surface of a roadway, which exists for a continuous length of 3m or more and is greater than both the maximum width and depth, the minimum standard of time after becoming aware of the cracks existence in which to the cracks that appear in the hardtop surface of a roadway within the time set out in 1.1.4.

A crack **is deemed to be in a state of repair** if its width and depth is less than or equal to the width and depth set out in 1.1.4.

1.1.5 Surface Discontinuities

“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.**

<insert chart>

The minimum standard is to repair a surface discontinuity, except on bridges, that exceeds the height set out in table 1.1.5, within the time frame, after becoming aware of the fact.

A surface discontinuity on a roadway, other than a surface discontinuity on a bridge deck, is deemed to be in a state of repair if its height is less than or equal to the height set out in table 1.1.5.

A surface discontinuity on a bridge deck is deemed to be in a state of repair if its height is less than or equal to five centimetres.

1.1.6 Shoulder Drop-off

Shoulder drop-off means the height difference between the paved surface of the roadway and the surface of the shoulder or the unpaved surface of the roadway and the surface of the shoulder between the paved shoulder of the roadway and the paved or non-paved surface of the shoulder.

<insert chart>

If a shoulder drop-off is deeper, for a continuous distance of 20 metres or more, that the depth set out in 1.1.6, the minimum standard is to repair the shoulder drop-off within the time, after becoming aware of the fact, set out in 1.1.6.

A shoulder drop-off **is deemed to be in a state of repair** if its depth is less than or equal to that set out in 1.1.6.

1.2 Flooding

<insert chart>

A flood condition exists where water, either flowing or standing, covers more than half of a lane width. The minimum standard where flooding exceeds the maximum depth is to post a warning that the flooding condition exists. This warning should be posted on class 1 & 2 roads within 4 hours of becoming aware that the condition exists and on class 3, 4, 5 & 6 within 12 hours of becoming aware that the condition exists.

The flooding standard is deemed to be met if a warning is posted when the depth of flooding

exceeds the maximum shown in 1.2.

If the occurrence of flooding exceeds the maximum frequency an investigation should occur to determine the improvements required to achieve the desired frequency.

1.3 Road Debris

The minimum standard for debris on a roadway is to deploy resources to remove the debris, as soon as practicable after becoming aware of the existence of the debris.

Debris means any material (**except snow, slush or ice**) or object on a roadway that is not an integral part of the roadway or has not been intentionally placed on the roadway by the municipality, and is likely (within reason) to cause damage to a motor vehicle or injure a person in a motor vehicle.

1.3.1 Litter and Other Roadside Debris

<insert chart>

Ratings for street litter are based on observations from the center of the street to the edge of the right of way.

1. street completely clean
2. street largely clean, a few pieces of litter observed but only in the form of isolated discarded items i.e. less than or equal to the volume of a large grocery bag on an urban block or kilometer of rural road section
3. litter lightly scattered along all or most of the street, or one heavy pile, but not considered large enough to indicate dumping i.e. a volume no greater than a standard garbage can on an urban block or kilometer of rural road section
4. heavy litter, accumulation in piles or heavy litter distributed down nearly all the street, volumes greater than a standard garbage can on an urban block or kilometer of rural road section

The standard is to remove litter and other debris on a roadside when the accumulation exceeds the rating for rural and urban accumulation within the maximum lag time.

1.3.2 Dust

<insert chart>

Where dust caused by traffic on a loose top road surface impacts on reasonable vehicle safety, relative to the ambient condition of the road, that condition should not occur for more than the maximum lag time per year.

This standard is not applicable where the condition occurs over a distance of less than 100m. This standard does not apply to shoulders.

1.3.3 Trees

This standard applies to the mitigation of treefall on a roadway.

<insert chart>

If a tree has one or more of the following conditions present the minimum standard is to secure the tree from falling on a roadway. This should occur after becoming aware of the fact that the following conditions exist, and within the maximum lag time as shown in 1.3.3:

A treefall on a roadway may occur if the following conditions are present:

1. The tree must appear dead as evidenced by no leaves during normal in-leaf

- season, and the tree must be on the R.O.W.
- 2. The entire tree or a significant portion of the tree must appear dead, and the tree must be on the R.O.W.
- 3. The trunk of the tree must be greater than 0.3m in diameter, and the tree must be on the R.O.W.
- 4. There must be a significant likelihood of the tree falling on the roadway, if it falls.

1.4 Routine Patrolling

<insert chart>

The minimum standard for the frequency of patrolling highways to check for conditions as set out in 1.4.

If it is determined by the municipality that the weather monitoring referred to in 1.4 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 1.4, to patrol highways that the municipality selects as representative of its highways, at intervals deemed necessary by the municipality, to check for such conditions.

1.4.1 Weather Monitoring

- (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.**
- (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.**

2.0 WINTER CONDITIONS

The service standards included in section 2 cover those activities required to remove snow and ice from the surface of the road in winter. A winter event response is an occasion where staff has been called to respond to a winter condition. The activities covered by this standard include continuous plowing, spot plowing, continuous sanding/salting, spot sanding/salting, ice blading, winging back.

2.1 Snow Accumulation

<insert chart>

2.1.1 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 2.1, 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 2.1 within the time set out in 2.1.**
 - (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 5 or class 5 highway with two lanes, to provide a total width of at least five metres.**

2.1.2 If the depth of snow accumulation on roadway is less than or equal to the depth set out in 2.1, the roadway is deemed to be in a state of repair with respect to snow accumulation.

2.1.3 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.**

2.1.4 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.**

2.1.5 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) or (c).**

2.1.6 This section does not apply to that portion of the roadway designated for parking.

2.2 Icy Roadways

<insert chart>

2.2.1 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 1.4.1.**
- 2. Patrol in accordance with section 1.4.**
- 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 2.2, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose.**

2.2.2 If the municipality meets the minimum standard set out in subsection 2.2.1 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**
- (b) the applicable time set out in 2.2 expires.**

2.2.3 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 2.2, and an icy roadway is deemed to be in a state of repair until the applicable time set out in 2.2 expires.

2.2.4 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.

3.1 Clearances

<insert chart>

Clearances are measured vertically from the crown of the road and horizontally from the

centerline of the road.

Vertical and horizontal clearances recognize setback of obstacles that may cause damage when struck or may impair the visibility of motorists travelling on a road. Obstacles, which may impair visibility, may be localized and include: rock outcrops, earth embankments, guy cables, utility posts, bridge abutments, hydrants, trees, and so forth.

For the purpose of this standard: safety devices placed by the municipality, and all signing placed by the municipality (regulatory, warning, street name) are not to be considered as encroachments.

The maximum lag time to remove an encroachment into the clearance zone is two years. This would apply to the following:

1. for structures on replacement
2. for utilities upon replacement
3. for temporary conditions such as overhanging limbs

3.2 Illumination

<insert chart>

The minimum standard for the frequency of inspecting all luminaires to check to see that they are functioning is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection.

This standard has regard for illumination as it improves safety and visibility for the vehicle operator. Illumination is divided into 3 categories: no lighting, zone lighting and continuous lighting.

In this standard, luminaire means a complete lighting unit consisting of a lamp and parts designed to distribute light, to position and protect the lamp and to connect the lamp to the power supply.

For conventional illumination (which typically consists of one luminaire per pole), if three or more consecutive luminaires on a highway are not functioning, the minimum standard is to repair the luminaires within the time, after becoming aware of the fact, set out in 3.2.

For high mast illumination (which typically consists of several luminaires per pole), if all luminaires on two or more consecutive poles are not functioning, the standard is to deploy resources as soon as practicable after becoming aware of the fact, to repair the luminaires.

If 30 percent or more of the luminaires (high mast or conventional) on any kilometre of highway are not functioning the minimum standard is to repair the luminaires within the time, after becoming aware of the fact, set out in 3.2.

If 50 percent of the luminaires (high mast or conventional) on any kilometer of class 1 highway with a speed limit of 90 kph or more are not functioning, the minimum standard is to deploy resources as soon as practicable to repair the luminaires.

Luminaires **are deemed to be in a state of repair**; if the number of non-functioning consecutive luminaires does not exceed two; for high mast illumination if one or more of the luminaires on consecutive poles are functioning; if more than 70 percent of luminaires on any kilometer of highway are functioning or; if for class 1 highway with a speed limit of 90 kph if more than 50 percent of the luminaires (high mast or conventional) on any kilometer are functioning.

This section applies to class 1 and 2 highways and those class 3, 4 and 5 with a posted speed limit of 80 km/hr or more.

3.3 Traffic Sign and Signal Service Standards

3.3.1 Regulatory and Warning Signs

<insert chart>

“Regulatory Sign” has the same meaning as in the Manual of Uniform Traffic Control Devices published in 1985 by the Ministry of Transportation.

“Warning Sign” has the same meaning as in the Manual of Uniform Traffic Control Devices published in 1985 by the Ministry of Transportation.

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 calendar year, with each inspection taking place not more than 16 months from the previous inspection.

A regulatory sign or warning sign that has been inspected in accordance with 3.3.1 is deemed to be in a state of repair with respect to the retro-reflectivity requirements of the Ontario Traffic Manual until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the sign has ceased to meet these requirements.

If a regulatory or warning sign is illegible, improperly oriented, missing or is rated below the minimum condition (other than a sign listed in 3.3.2), the minimum standard is to repair or replace the sign within the maximum response time, after becoming aware of the fact, as set out in 3.3.1.

Visual ratings of the readability and appearance of regulatory and warning signs are made from an automobile.

1. Conveniently visible
 - (a) sign head and support in good condition
 - (b) sign not defaced in any manner
 - (c) sign continuously visible for 160m at 80 km/hr or 85m at 50 km/hr.
2. Visible but somewhat inconvenient to see
 - (a) sign head or support slightly tilted, twisted or bent but still readable
 - (b) sign partially or intermittently obscured within the approach distance mentioned above
 - (c) sign defaced but readable.
3. Missing, ambiguous, difficult to see or not visible
 - (a) sign post broken off or sign missing or a major part of the sign defaced and difficult to read
 - (b) sign tilted, twisted or bent more than 30 degrees
 - (c) sign totally obscured by a tree, bush, brush, pole or another sign or object, so that it can not be seen within the approach distance mentioned above.

3.3.2 Other Signs

This section applies to the following types of signs: checkerboard; curve sign with speed advisory tab; Do Not Enter; **Load Restricted Bridge; Low Bridge; Low Bridge Ahead;** One Way, School Zone Speed Limit; Stop; Stop Ahead; Stop Ahead New; Traffic Signal Ahead New; Two-Way Traffic Ahead; Wrong Way; Yield; Yield Ahead and Yield Ahead New.

<insert chart>

The minimum standard for the frequency of inspecting signs of a type listed above, check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection.

A sign that has been inspected in accordance with subsection 3.3.2 is deemed to be in a state of repair with respect to the retro-reflectivity requirements of the Ontario Traffic Manual

until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the sign has ceased to meet these requirements.

If a sign as listed above is illegible, improperly oriented, missing or is rated below the minimum condition, the minimum standard is to deploy resources as soon as practicable, after becoming aware of the fact, to repair or replace the sign.

A visual rating or readability and appearance of all regulatory signs other than stop signs and street name signs can be made from an automobile.

1. Conveniently visible
 - (a) sign head and support in good condition
 - (b) sign not defaced in any manner
 - (c) sign continuously visible for 100m at 80 km/hr or 30m at 50 km/hr.
2. Visible but somewhat inconvenient to read or find
 - (a) sign head or support slightly tilted, twisted or bent but still readable
 - (b) sign partially or intermittently obscure within the approach distance of 30m
 - (c) sign defaced but readable.
3. Missing, ambiguous, difficult to see or read
 - (a) no street name sign on any corner
 - (b) sign post broken off or sign missing
 - (c) sign tilted, twisted or bent more than 30 degrees
 - (d) sign totally obscured by a tree, bush, brush, pole, another sign or object, so that it can not be seen within the approach distance of 30m
 - (e) printing on sign not legible.

3.3.3 Traffic Control Signal System

3.3.3 (a) A traffic control system is defective if any of the following conditions should occur:

- (1) one or more of the 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 legally travel through an intersection fails to occur;
- (4) there are phase or cycle time errors interfering with the ability of a pedestrian or vehicle to legally 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 signal support structures;
- (8) a signal lamp or a pedestrian control indication is not functioning;
- (9) signals are flashing when flashing mode is not part of the normal signal operation.

3.3.3 (b) If a traffic control signal system is defective in any way as described above, the minimum standard is to deploy resources to repair the defective component of the traffic control signal system as soon as practicable after becoming aware of the defect.

3.3.3 (c) Despite 3.3.3 (b) and 3.3.3 (a) (8) 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 km/hr and the signal that is not functioning is 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.

3.3.4 Inspection of Traffic Signal Sub-systems

3.3.4 (a) The minimum standard is to inspect, test and routinely maintain the following traffic control signal sub-systems **once per calendar year, with each inspection taking place not**

more than 16 months from the previous inspection:

- i) The display sub-system, consisting of the traffic signal and pedestrian crossing heads, physical supports and support cables
- ii) The traffic control sub-system, including traffic control signal cabinet and internal devices such as timer, detection devices, conflict monitor and associated hardware
- iii) The internal detection system, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push-buttons

A traffic control signal sub-system that has been inspected, tested and maintained in accordance with subsection (1) is deemed to be in a state of repair until the next inspection in accordance with that subsection, provided that the municipality does not acquire actual knowledge that the traffic control signal system sub-system has ceased to be in a state of repair.

3.3.4 (b) The minimum standard is to test conflict monitors **twice per calendar year.**

In section 3.3.4

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

“display” means the illuminated and non-illuminated signals facing 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 green indication to the time where one or more traffic receive 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.

3.4 Other Safety Devices

This section applies to delineator, chevron, flashers, pavement markings, vehicle attenuation devices such as guide rail or inertia barrier and other such safety devices.

<insert chart>

If other safety devices are damaged, illegible, improperly oriented or missing, the minimum standard is to repair or replace the other safety device within the maximum response time, after becoming aware of the fact, as set out in 3.3.4.

Where other safety devices are found to be deficient either by deteriorating beyond their effective usefulness or not in compliance with current standards, the minimum standard is to replace the safety device within the maximum restoration lag time.

4.0 Bridges

4.1 Bridge Deck Spalls

A “bridge deck spall” means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of the bridge.

<insert chart>

The minimum standard is to repair a bridge deck spall that exceeds both the surface area and depth, measured from the paved surface of the roadway or shoulder, set out in table 4.1, within the time frame, after becoming aware of the fact as set out in table 4.1.

A bridge deck spall is deemed to be in a state of repair if its surface area or depth is less than or equal to that set out in table 4.1.

5.0 Unassumed Roads

The Municipality of Whitestone will post the following signs:

- Unassumed Municipal Road, No Maintenance, Use at Own Risk
- Unassumed Municipal Road, Maintained Privately, Use at Own Risk
- Seasonal Road, Open June 15 to October 15, Use at Own Risk
- No Winter Maintenance Beyond This Point
- Private Road, Maintained by Owner

The feasibility for maintenance on unassumed roads are not practicable due to lack of infrastructure and money.

By-Law No. 62-2013**Schedule "A" – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
AINSLIE Lake Drive	McKenzie, Con. 3 Lots 24 thru 25 off Hwy 520	Private – No Maintenance
AMORAK Trail	McKenzie, Con. 5 Lots 21 thru Pt. 24 off Wah Wash Kesh	Class 5
	McKenzie, Con. 5 Pt. Lot 24 thru 29	Unassumed – No Maintenance
ANKI Rock	Hagerman, Con. A, between Lot 56 & 57, off Hwy 124 off Hwy 124	Private- No Maintenance
AULDS Road	McKenzie, Con. 2 thru 4 Lots 29 thru 33, off Hwy 520	Class 5
BALSAM Road	Hagerman, Con. 1 thru 7 Lots 21 thru 26 Con. B, Lots 49 and 50 off Hwy 124	Class 5
BASSWOOD Crescent	Hagerman Con. 8, Lot 31 off Tahinca Road (No Road on Plan)(M465)	Private- No Maintenance
BEACH Road	Hagerman Con. 5, Lot 12, off Lorimer Lake Road Jct. East	Class 5 Summer Maintenance
BEAR HUG Lane	McKenzie, Con. 4, Lot 32 off Aulds Road	Private - No Maintenance
BEARS PAW	Hagerman Con. 7, Lots 30 and 31, Plan 260 off Canning Road	Class 5
BEAVER DAM Road	Hagerman Con. B, Lot 56 off Hwy 124	Private- No Maintenance
BELLVIEW Crescent off Hwy 124	Hagerman Con. A, Lot 60	Private- No Maintenance
BERRYS Road	McKenzie Con. 3 & 4, Lots 26 & 27 off Edgewood Road	Private- No Maintenance
BESTWICK Crescent	McKenzie, Con. 2, Lot 2 off Maple Island Road	Unassumed- No Maintenance
BLACKFLY Lane	McKenzie, Con. 2 Lots 19 & 20 off Hwy 520 (42R10079)	Private- No Maintenance

By-Law No. 62-2013**Schedule “A” – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
BOAKVIEW Road	East Burpee, Con. 2 to Railway Tracks off Bunny Trail	Class 5 Summer Maintenance
	Lots 7 thru 2 (Colonization Road)	Unassumed- No Maintenance
BOAT LAUNCH Road	McKenzie, Con. 1, Lot 3 off Hwy 520	Class 5 Summer Maintenance
BOBS Crescent	Hagerman Con. A, Lot 59 off Hwy 124	Class 5
BOOTH Road	Hagerman Con. A, Lot 61 off York St.	Private - No Maintenance
BOUNDARY SPUR Road	Hagerman Con. B, Lot 6 off Hwy 124	Class 5
BUNNY TRAIL	East Burpee, Con. 1 thru to Hwy. 520	Class 5
BUTLER Street	Hagerman Con. A, Lot 61, Plan 53, off Hwy 124	Class 5
CAIRNIE Drive	Burton, Con. 1, Lot 5 off Hwy 520	Unassumed- No Maintenance
CANNING Road	Hagerman Con. 6 and 7 Lots 26 thru 30, off Balsam Road	Class 5 to Fox Lair, Unassumed – No Maintenance by Municipality to end of road.
CAPTAIN ESTATES Road	Hagerman Con. B Lot 52, off Dunchurch Estates Road (PSR 1809)	Private - No Maintenance
CARLTON Road	Hagerman Con. 3 and 4 Lots 26 thru 28 off Balsam Road (PSR 1772)	Private - No Maintenance
CHAMBERS Road	McKenzie, Con. 4 & 5 Lots 19 thru 18 off Wah Wash Kesh	Class 5 to Lot 18
	Lots 19 thru 15	Class 5 Summer Maintenance
	Lots 14-10	Private – No Maintenance

By-Law No. 62-2013**Schedule “A” – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
CHIMO COVE	Hagerman Con. 4, Lots 10 and 11 Plan M425 off Lorimer Lake Road Jct. East	Private - No Maintenance
CHURCH Street	Hagerman Con. B Lot 59, Plan 61 off Hwy 124	Class 5 to #26 Private- No Maintenance #26 thru #42
CHUR-LEE Road	Croft Con. 12, Lots 33 & 34	Class 5
	Hagerman Con. 12 Lots 32 thru 35 off Hwy 520 North	Class 5
CLEAR LAKE Road	Burton Con. 1, Lots 9 thru 17 To Lot 1 – Plan M217, Con. 1 off Hwy 520	Class 5
	Con. 1, Lot 17 and 18	Class 5 Summer Maintenance only
COOPER Lane	Hagerman Con. B Lot 61, off Quinn Road	Private- No Maintenance
CRAIG Lane	McKenzie Con. 1 & 2, Lot 3 off Hwy 520 (PSR 1295)	Private – No Maintenance
CREDIT Lane	Hagerman Con. 4, Lot 5 off Lorimer Lake Road Jct. East	Unassumed - No Maintenance
CROWN RETREATS Road	Hagerman Con. B Lots 37 and 38, Plan M430 off Hwy 124	Class 5
DEBOIS Trail	McKenzie Con. 1 – Lot 33 off Hwy 520 (42R9793)	Private – No Maintenance
DEER Trail	Hagerman Con. 13 Lot 31, Plan M501 off North Meadowcove Road	Private - No Maintenance
DOBSON Road	Hagerman Con. 9 Lots 24 and 25, off Farleys Road	Class 5
DUNCHURCH ESTATES Road	Hagerman Con. B Lot 53 and Con. 8, Lot 29 and 30 off Hwy 124 (PSR 1809/1772)	Private - No Maintenance

By-Law No. 62-2013**Schedule "A" – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
DUNKS Crescent	McKenzie Con 2, Lot 21, off Taylor Lake Road (PSR 1273)	Private – No Maintenance
EAST TOWNLINE Road	Hagerman, Con. B, 9, 8, 7 Lot 34 and 25, off Hwy 124 boundary Road with Croft/Hagerman	Class 5
EDGEWOOD Road	McKenzie Con 3, Lot 25 off Hwy 520	Class 5
ELI Lane	McKenzie Con 6 & 7, Lots 27 off Wah Wash Kesh Road	Private – No Maintenance
ERIN Lane	McKenzie Con. 7, Lot 26 & 27 off Wah Wash Kesh Road	Private – No Maintenance
FAIRHOLME LAKE Road	Hagerman Con. B Con. B, Lot 35 off Hwy124 (339 PSR 1617)	Private - No Maintenance
FARLEYS Road	Hagerman Con. B, Lots 49 and 50, Con. 10 and 11 Lots 26 thru 30, off Hwy 124	Class 5
FENTONS Road	Hagerman Con. A, Pt. Lot 58 off Moore Drive	Private - No Maintenance
FINN Road	Hagerman Con. 14, Lot 33 Plan PSR 1279 off Whitestone Lake Road (PSR 1279)	Private - No Maintenance
FISHER Lane	Hagerman Con. 7, Lot 30 and 31, Plan 260 off Bears Paw	Unassumed - No Maintenance
FIVE FINGER Lane	Hagerman Con. 11, Lot 28 Plan 234, off Farleys Road (M234)	Private - No Maintenance
FOX LAIR	Hagerman Con. 7, Lot 29 Plan 260, off Canning Road	Unassumed - No Maintenance
GALLS Road	McKenzie Con. 7 & 8, Lots 29 and 30, off Indian Narrows	Private – No Maintenance
GIBSON BAY Road	Croft Con. 13, Lot 35 off Hwy 520	Year Round to Nickles Cove Road
	Hagerman Con. 13 Lots 34 and 35 off Hwy 520 (PSR 1830/1773)	Private - No Maintenance
GOLDEN HORSESHOE Road	Hagerman Con. 12 Lots 34 and 35 off Chur-Lee Road (PSR 1340)	Private - No Maintenance

By-Law No. 62-2013**Schedule “A” – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
GOOSENECK Crescent	Burton Con. 1, Lot 6 off Ring Rock Acres (M357)	Unassumed – No Maintenance
GORHAM Road	McKenzie Con. 4, Lot 21 off Wah Wash Kesh Road	Class 5 Yearly Maintained to Lot 21, Con. 4
GRANITE Lane	Hagerman Con 5 & 6 Pt Lot 11 & 12 (42R16729) off Shawanaga Lake Road	Private – No Maintenance
GREY OWL Road	McKellar/Hagerman boundary Road off Hwy 124	Class 5
GREENS Lane	Hagerman Con. 3 Lots 7 thru 10 off Lorimer Lake Road Jct. East	Private - No Maintenance
HAYLES Road	McKenzie Con. 4, Lots 31 & 32, off Aulds Road	Private – No Maintenance
HAYWARD Road	Burton Con. 1, Lot 9 at Railway tracks, off Hwy 520	Class 5 Yearly Maintained To tracks
HORN Lane	Hagerman Con. B Lots 59 and 60 off Quinn Road (8-3113)(PSR 2389)	Private - No Maintenance
HOSICK Road	Hagerman Con. 7 Lots 33 thru 35 off East Townline Road	Private - No Maintenance
HUMMING BIRD Lane	Hagerman Con. 7 Lot 33 off East Townline Road (5-2121)(PSR 332)	Unassumed - No Maintenance
HUNTERS GLEN	Hagerman Con. 7, Lot 33 off East Townline Road	Private - No Maintenance
INDIAN NARROWS Road	McKenzie Con. 7 & 8 Lots 34 & 35, off Wah Wash Kesh Road	Class 5 Summer Maintenance
IRWINS Road	Hagerman Con. 3 Lot 25, off Balsam Road	Class 5
ISLAND VIEW	Hagerman Con. 4, Lots 8 & 9, Plan PSR 1689 off Lorimer Lake Road Jct. East (PSR 1689)	Private - No Maintenance
JACKSON Lane	Hagerman Con. 5, Lot 25 (O.T.F.) off Balsam Road	Private – No Maintenance

By-Law No. 62-2013**Schedule “A” – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
JOHNSON Street	Hagerman, Con. A Lot 61, Part 1 of 42R10311 off York Street	Unassumed – No Maintenance
KARBEHUWE Lane	Hagerman, Con. 6 Pt. Lots 29 & 30 off Canning Road	Unassumed – No Maintenance
	Hagerman, Con. 6 Part Broken Lot 30 Parts 4, 6, 7, 9, 10, 11, 12, 13 of 42R-19456	Private – No Maintenance
KEELE Road	McKenzie Con. 3 & 4, Lot 5, off Ladds Road	Private – No Maintenance
LABRASH LAKE Road	McKenzie Con. 4, Lot 2 off Ladds Road	Class 5
LADDS Road	McKenzie & Ferrie, Con. 3 & 4, Lots 1 & 8 off Maple Island Road	Class 5 Lot 1 – Con. 4 to bridge. Unassumed – No Maintenance beyond bridge. Summer Maintenance to top of hill after bridge.
LAND END Road	Hagerman Con. 5 Lot 1 and 2 off Shawanaga Lake Road	Private - No Maintenance
LANGFORD Drive	Hagerman Con 13, Lots 34 & 35 off Chur Lee Road (6-2812)(PSR 485)	Private – No Maintenance
LAUCKS Road	McKellar, Hagerman boundary off Balsam Road	Class 5
LIGHT Lane	Hagerman Con. B Lot 35 off Fairholme Lake Road	Private - No Maintenance
LIMESTONE Lane	Hagerman Con. A Lot 29 off Hwy 124	Private - No Maintenance
LOCHANSIDE	McKenzie Con. 4, Lot 32 off Bear Hug Lane	Private – No Maintenance
LORIMER LAKE Road Jct. East	Hagerman Con. 4 Lot 8 to Hwy 124	Class 5
	Con. 4 Lot 8 to municipal boundary with Ferguson	Summer Maintenance

By-Law No. 62-2013**Schedule “A” – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
LOST BAY Road	Hagerman Con. 5 and 6 boundary with Ferguson off Shawanaga Lake Road	Private - No Maintenance
MACEY Drive	McKenzie, Con. 7 & 8 Lot 28, off Wah Wash Kesh (42R11420)(M166)	Private – No Maintenance
MACFIE Road	Hagerman, Con. 7 Pt. Lot 30 off Canning Road	Private - No Maintenance
MAKWA Point	McKenzie, Con. 5, Lots 28 & 29, off Amorak Trail	Private - No Maintenance
MARINA Drive	Hagerman, Con. A Lot 60, off Hwy 124	Class 5
MAPLE ISLAND Road	McKenzie, Con. 1 to 3, Lots 1 to 5, Ferrie, Con. 3 to 7 to Con. 5, Lot 3, off Hwy 520	Class 5
	Lots 1 to 5	Class 5 Summer Maintenance Lot 5, Con. 5
McDONALD Drive	Burton, Con. 10, Lot 10 off Hwy 520	Class 5
McGEE Lake Road	McKenzie, Con 2 & 3, Lot 35 off Hwy 520 (42R15681)	Private – No Maintenance
McLENNAN Lane	McKenzie, Con. 3, Lot 33 off Aulds Road	Private - No Maintenance
MINNOW Lane	Hagerman., Con. B, Lot 60 Plan PSR 2389, off Quinn Road	Private - No Maintenance
MITCHELL Lane	Hagerman, Con. B Lots 59 & 60 off Moore Drive	Class 5 Yearly Maintained to Pt. 11 PSR649.
		Unassumed – No Maintenance to end of road
MOORE Drive	Hagerman Con. B Lot 59, off Hwy 124	Class 5
MOOSE Lane	Hagerman Con. 13 Lot 31 and 32, Plan M501 off North Meadowcove Road	Private - No Maintenance
MUSKRAT Road	Hagerman, Con. 2 Lot 1 and 2 off Lorimer Lake Road Jct. East	Private - No Maintenance

By-Law No. 62-2013**Schedule "A" – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
NELSON CLELLAND Road	Croft, Con. 13 to 14, Lots 30 to 35 off Hwy 520	Class 5
NESBITTS Drive	Burton, Con. 1 & 2, Lot 10 off Clear Lake Road	Class 5
NICKLES COVE Road	Hagerman, Con. 14 Lot 35, off Gibson Bay Road (PSR 1773)	Private - No Maintenance
NONA Lane	McKenzie, Con. 4, Lots 28, 29 and 30 off Rosellen	Private – No Maintenance
NORTH MEADOWCOVE Road	Hagerman, Con. 13 and 14 Lots 31 and 32, off Whitestone Lake Road (M501)	Private - No Maintenance
OMMADAWN Lane	McKenzie, Con. 5, Lots 27, 28 and 29 off Amorak Trail	Private – No Maintenance
OWLS NEST	Hagerman, Con. 7, Lot 30 Plan 260 off Canning Road	Unassumed - No Maintenance
PARADISE Lane	Hagerman, Con. 4, Lot 7 off Lorimer Lake Road (42R7295)	Private – No Maintenance
PARKER BAY Road	McKenzie, Con. 3 and 4 Lot 28 and 29, off Hwy 520	Class 5
PERCY Lane	Hagerman, Con. B Between Lots 58 and 59 off Hwy 124	Class 5 Summer Maintenance Original Road Allowance
	Hagerman, Con. B beyond road allowance (Lot 59)	Private - No Maintenance
PINE GROVE	Hagerman, Con. 10 Lots 27 thru 29 off Farleys Road (PSR 1542)	Private - No Maintenance
PITT Road	Hagerman, Con. 5 and 6 (O.T.F.) off Balsam Road	Private – No Maintenance
PRATT Road	Hagerman, Con. 7 Lot 33 and 34 off East Townline Road (PSR 332)	Private - No Maintenance
PUGSLEY Road	Hagerman, Con. B Lot 54 off Farleys Road	Class 5

By-Law No. 62-2013
Schedule “A” – Roadway Service Standards

Road or Portion of Road	Location	Road Classification
QUINN Road	Hagerman, Con. B Lot 58 thru 62 off East Townline Road	Class 5 to Cooper Lane Unassumed - No Maintenance past Cooper Lane, Part F Of PSR 2389
RED GATE Lane	McKenzie, Con. 6, Lot 26 off Wah Wash Kesh	Unassumed – No Maintenance
RING ROCK ACRES Road	Burton, Con. 1 and 2, Lot 6 off Hwy 520 (M357)	Unassumed – No Maintenance
ROSELLEN Lane	McKenzie, Con. 4 Lots 27, 28 and 29 off Edgewood Road	Private – No Maintenance
RUNNING BEAR Trail	Hagerman, Con. 4, Lots 1 & 2 off Lorimer Lake Road	Private – No Maintenance
SACKVILLE Street	Hagerman, Con. A Lot 62, Plan 53 off Hwy 124	Class 5
SAMS Lane	McKenzie, Con. 4, Lot 5 off Ladds Road (42R11324)	Private – No Maintenance
SAWCUT Road	Burton, Con. 1, Lot 9 off Hayward Road	Private – No Maintenance
SEMIKOKA TRAIL WEST	Burton, Con. 6, Lots 29 to 32 off Hydro Road N	Private – No Maintenance
SEMIKOKA TRAIL EAST	Burton, Con. 6, Lots 32 and 33 off Hydro Road N	Private – No Maintenance
SHABBOTTS BAY Road	McKenzie, Con. 4, Lots 33 to 35 off Aulds Road	Private – No Maintenance
SHADY MAPLE Lane	McKenzie, Con. 2, Lot 1 Ferrie, Con. 2, Lot 1 off Maple Island Road	Unassumed – No Maintenance
SHAKELL Road	Hagerman, Con. A Lot 29 and 30 off Grey Owl Road	Class 5 Year Round
SHAKER Lane	McKenzie, Con. 4, Lots 29 and 30 off Parker Bay Road (PSR 917)	Private – No Maintenance
SHAWANAGA LAKE Road	Hagerman, Con. B Lot 39, Con. 5, Lot 1 thru 13 off Lorimer Lake Road North	Class 5 Summer Maintenance to Lot 22, Plan 305
SMOKEYS Road	Hagerman, Con. 8 Lot 31 off Tahinca Road (42R4049)	Private - No Maintenance

By-Law No. 62-2013**Schedule “A” – Roadway Service Standards**

Road or Portion of Road	Location	Road Classification
SNAKESKIN Road	East Burpee, Con. 9, Lots 3 and 4 off Bunny Trail	Private – No Maintenance
SPRING Road	Hagerman, Con. 11 Lot 29 and 30 off Farleys Road	Private - No Maintenance
SQUIRES Lane	McKenzie, Con. 4, Lot 34 off East Townline Road	Private – No Maintenance
STIBLERS Road	East Burpee, Con. 1 & 2 Lot 9, off Bunny Trail	Private – No Maintenance
SUNSET Trail	Hagerman, Con. 7 Lot 33 off East Townline Road (332)	Private - No Maintenance
SWORDS Road	Hagerman, Con. A Lots 33 and 34 off Hwy 124	Class 5
SYKES Lane	McKenzie, Con. 3, Lot 27 off Edgewood Road (M408)	Unassumed – No Maintenance
TAHINCA Road	Hagerman, Con. 8 Lots 31 thru 35 off East Townline Road	Private - No Maintenance
TAYLOR LAKE Road	McKenzie, Con. 2, Lots 21 and 22 (42R10080) off Hwy 520	Private – No Maintenance
TAYLOR Lane	Hagerman, Con. 3 Pt. Lot 4 off Lorimer Lake Road Jct. East	Private - No Maintenance
THOMSON GLEN	Hagerman, Con. B Lot 32 off Quinn Road	Private - No Maintenance
TIMBER RIDGE Trail	Hagerman, Con. A, Pt Lots 61 & 62 off Booth Road (42R17054)	Private - No Maintenance
TRILLIUM Lane	Hagerman, Con. 10 Pt. Lots 26 thru 28 off Farleys Road	Private - No Maintenance
TRULL Road	Hagerman, Con. 1 Lots 7 and 8 off Grey Owl Road	Private - No Maintenance
WAH WASH KESH Road	McKenzie, Con. 3 to Con. 8 Lots 19 thru 28 off Hwy 520	Class 5

By-Law No. 62-2013

Schedule “A” – Roadway Service Standards

Road or Portion of Road	Location	Road Classification
WESTVIEW Road	Hagerman, Con. 4 Lots 8 and 9 off Lorimer Lake Road Jct. East (PSR 1689)	Private - No Maintenance
WHITESTONE LAKE Road	Hagerman, Con.14 Lots 33 thru 35 off Hwy 520	Class 5
WILLIAM Street	Hagerman, Con. B Lot 61 off Hwy 124	Class 5
WIN-BUR Lane	Hagerman, Con. 6 Lot 32, Plan M525 off East Townline Road (M525)	Private- No Maintenance
WINDING WOODS Way	Burton, Con. 1, Lot 4 off Hwy. 520 (Road over Crown Land)	Private – No Maintenance
WOLFE DEN	Hagerman, Con. 7 Pt. of Lot 29 off Canning Road (Plan 260)	Unassumed - No Maintenance
YORK St.	Hagerman, Con. A Lot 61 off Hwy 124	Class 5
30 th & 31 st SIDEROAD NORTH	Croft, Con. 10 to 13 Lots 30 & 31 off Hwy 124 Con. 11	Class 5 Yearly Maintain
30 th & 31 st SIDEROAD SOUTH	Croft, Con. 8 & 9 Lots 30 & 31 off Hwy 124	Unassumed – No Maintenance