

THE CORPORATION OF THE
CITY OF QUINTE WEST



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MEMO

TO: Public Works Committee
FROM: Bill Arthur, P.Eng.
Director of Public Works
DATE: October 5, 2004
RE: **Winter Control Operations**
Scheduling of Operations Policy

BACKGROUND

As part of 2004 Budget, Council had approved a 50% decrease in overtime costs for winter control. This will be accomplished by decreasing winter control expenditures on secondary and local roads during overtime hours. The attached "Policy" has been prepared in order that the Committee and staff have the same understanding of the level of service being provided.

RECOMMENDATION

THAT THE PUBLIC WORKS COMMITTEE RECOMMEND to Council that the Winter Control Operations Scheduling of Operations Policy be approved.

WRA:jr

Attachment

D3-10-04

WINTER CONTROL OPERATIONS SCHEDULING OF OPERATIONS POLICY

As part of the 2004 Budget, Council had approved a 50% decrease in overtime costs for winter control. This will be accomplished by decreasing winter control expenditures on secondary and local roads during overtime hours.

SNOW CLEARING

Weekday Events – Contract equipment and some City equipment (when necessary) will be dispatched to clear main arterial and collector roads (Class 1, 2, 3) only during overnight events to meet the Minimum Maintenance Standards (copy attached). Local and secondary road (Class 4, 5, 6) clearing will not start until after 4:00 a.m. as the rest of the fleet is called out. Clearing will continue until event ends or until overtime for City staff would commence. At that time only contract equipment and the minimum City equipment required to maintain the collectors and arterials would remain active.

WEEKEND EVENTS

Contract equipment and sufficient City equipment will be dispatched to clean collectors and arterials. Local and secondary roads would be cleared during regular working hours during the following week.

HEAVY SNOWFALLS

When directed by the Director of Public Works or designate, additional City equipment may be dispatched to deal with extremely heavy snowfalls on nights or weekends in order to maintain the Minimum Maintenance Standards or to address specific problems.

ICE CONTROL

Winter ice control shall follow the City's Minimum Maintenance Standards.

BACKGROUND

Ontario regulation 239/02 made under the Municipal Act: **Minimum Maintenance Standards for Municipal Highways**, came into effect on November 01, 2002. The intent of this regulation is to provide municipalities with a defence in matters relating to liability arising from the state of repair of municipal highways and bridges.

This new defence provides that a municipality is not liable for failing to keep a highway or bridge in a reasonable state of repair if, at the time the cause of the action arises, minimum standards established by regulation by the Minister of Transportation apply to the alleged default, and those standards have been met. The standards are not mandatory: however, the defence will only be available where a municipality has met the relevant standard.

In order to be compliant with the Regulation, The City of Quinte West modified its maintenance standard to reflect the new standard. In some instances there are no new standards for some of the City's maintenance requirements which were developed in accordance with guidelines from the Ontario Good Roads Association. These are presented in their original format.

Ontario Regulation 239/02
Made under the
MUNICIPAL ACT
Made: July 23, 2002
Filed: August 8, 2002

MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS

INTERPRETATION AND APPLICATION

Definitions

1. (1) In this regulation

"cm" means centimeter

"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

"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.

(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.

(3) For the purposes of subsection (2) on 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 for the previous calendar year; or
- (b) by estimating the average daily two-way traffic on the highway or part of the highway in accordance with accepted traffic engineering methods

**TABLE
CLASSIFICATION OF HIGHWAYS**

Average Annual Daily Traffic (Number of Motor Vehicles)	Posted or Statutory Speed Limit (Kilometers per hour)						
	100	90	80	70	60	50	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

Application

2. (1) This Regulation sets out the minimum standards of repair for highways under the municipal jurisdiction for the purpose of subsection 284 (1.4) of the Act.

(2) The minimum standards of repair set out in this Regulation are applicable only in respect of motor vehicles using the highways.

(3) This Regulation does not apply to class 6 highways.

MINIMUM STANDARDS

3. Routine patrolling

(1) The minimum standard for the frequency of routine patrolling of highways is set out in the Table to this section.

(2) Routine patrolling shall be carried out by driving on or by electronically monitoring the highway to check for conditions described in this Regulation.

(3) Routine patrolling is not required between sunset and sunrise.

**TABLE
ROUTINE 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

4. Snow accumulation

- (1) The minimum standard for clearing snow accumulation is,
- (a) While the snow continues to accumulate, to deploy resources to clear the snow as soon as practicable 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; and
 - (b) After the snow accumulation has ended and after becoming aware that the snow accumulation is greater than the depth set out in the Table to this section to clear the snow accumulation in accordance with subsection (2) and (3) or subsections (2) and (4), as the case may be, within the time set out in the Table.
- (2) the snow accumulation must be cleared to a depth less than or equal to the depth set out in the Table.
- (3) The snow accumulation must be cleared from the roadway to within a distance of 0.6 meters inside the outer edges of the roadway.
- (4) Despite subsection (3), for a class 4 highway with two lanes or a Class 5 highway with two lanes, the snow accumulation on the roadway must be cleared to a width of at least 5 meters.
- (5) 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.
- (6) In this section, "snow accumulation" means that the natural accumulation of new fallen snow or wind-blown snow that covers more than half a lane width of a roadway.

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

5. Icy Roadways

- (1) The minimum standard for treating icy roadways is,
- (a) to deploy resources to treat an icy roadway as soon as is practicable after becoming aware that the roadway is icy; and
 - (b) to treat the icy roadway within the time set out in the Table to this section after becoming aware that the roadway is icy.
- (2) This section only applies to a municipality during the season when the municipality performs winter highway maintenance.

TABLE
ICY ROADWAYS

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