THE CORPORATION OF THE MUNICIPALITY OF NEEBING
ROADS MAINTENANCE POLICY

Revised by Council October 6, 2021, October 20, 2021, February 2, 2022

PURPOSE

The purpose of this policy is to adopt maintenance standards for the **Road** network within **Neebing**. Maintenance standards in this policy are considered to be a balance between affordability and desired efficacy of **Road** maintenance. The **Council** considers the performance standards in this policy to provide a practical, safe and reasonable level of maintenance for a reasonable cost.

OBJECTIVES

The objective of this policy is to provide residents, property owners and other users of the **Municipal Highways** within the geographic boundaries of the **Corporation** with information relating to the standards by which the **Corporatio**n will maintain its **Municipal Highways**. Users of the **Municipal Highways** will be able to apply the information in this policy to determine an appropriate, safe and responsible level of their activity on **Municipal Highways**.

GOVERNING PRINCIPLES

The travelling public should be safe on the **Corporation**'s **Highways**. That having been said, **Neebing** is a Northwestern Ontario rural municipality with finite and limited resources. The maintenance standards set out in this policy are considered to be minimums. Wherever possible, the **Corporation** will strive to exceed them, however, it is the standards set out in this policy that **Municipal Highway** users can expect.

Council considers the standards in this policy to represent a reasonable and appropriate balance between acceptable maintenance service levels and the **Corporation**'s fiscal responsibilities.

Even the highest standards of **Highway** maintenance cannot guarantee safety. Motorists and pedestrians must abide by all rules of the road, including obeying speed limits and road signs, such as stop signs and yield signs. Wildlife abounds within the Corporation's geographical boundaries, and driving habits need to be adjusted accordingly. Climate change can result in unexpected or unusual **Storm Conditions** that require adaptation. It is only working together that the **Corporation** and **Municipal Highway** users can improve **Highway** safety for everyone.

DEFINITIONS OF TERMS

Where used in this policy with their initial letters capitalized, the words in this section of the policy are intended to have the meanings as indicated. Definitions apply to all tenses and numbers of the words used.

1. **"As Soon as Practicable"** means without undue delay, having regard to all of the circumstances at the time. Circumstances **Include**: the nature of the repair required ad the number of occupied properties that a road accesses. **As Soon as Practicable** is a shorter time period for a minor repair than it is for a repair that causes a significant hazard. **As Soon as Practicable** on a Class 5 **Municipal Highway** is a shorter time period than it is on a Class 6

Municipal Highway. It is a shorter period on a Class 6A **Municipal Highway** than on a Class 6 **Municipal Highway**, etc.

2. **"Corporation"** means The Corporation of the Municipality of Neebing.

3. **"Council"** means the elected municipal council for the **Corporation**.

1. **"Culvert"** means a man-made conduit for water which is installed as part of the substructure of a **Highway**, and functions to channel water underneath the **Highway**. The term excludes a structure that would otherwise meet this definition, but which is equal to, or greater than six feet in diameter. Such structures are considered to be "bridges". For the purposes of this Policy, the term "**Culvert**" alone excludes any such structures that are installed parallel to the route of travel on a **Highway** to allow for vehicular access to and from adjacent property. These are "**Driveway Culverts**".

2. **"Day"** means a twenty-four (24) hour calendar day. (See "**Working Day**" below.)

3. **"Driveway Culvert"** means a man-made conduit for water which is installed as part of the substructure of a Highway, which is installed parallel to the route of travel on the **Highway** to allow for vehicular access to and from adjacent property.

4. **"Highway"** means a public assumed road right of way, intended for vehicular traffic. It includes the travelled road surface ("**Road**"), and all of the services relevant to the **Road** within the right of way, such as: ditches, shoulders, signs, **Culverts**, bridges, etc. Highways may be "open" or "closed" by passage of a municipal by-law. "Open" **Highways** may be "**Maintained**", "**Seasonally Maintained**" or "**Unmaintained**" as defined.

5. The use of the word **"Include"** in any tense is not intended to limit in any way the words that precede or follow it.

6. **"Lane"** means that portion of a **Road** designated for a single file of vehicles to travel over, in one direction. The **Lane** width is typically one half of the **Road** width.

7. **"Maintained"** is an adjective describing a **Municipal Highway** which receives **Routine Maintenance & Repair** in all seasons.

8. **"Municipal Highway"** means a **Highway** listed in Appendix "A" to this policy.

9. **"Neebing"** means the geographical area under the authority of the **Corporation**.

10. **"Obstruction"** means anything (other than snow, slush or ice) that is on a **Municipal Highway** without the consent of the **Corporation** that is reasonably likely to cause damage to a motor vehicle or to injure a person in a motor vehicle.

11. **"OSIM"** means the "Ontario Structure Inspection Manual (OSIM)" by the Ministry of Transportation, Policy Planning & Standards Division, Engineering Standards Branch, Bridge Office (October 2000), as amended.

12. **"Ontario Traffic Manual**" means a series of books published by the Ministry of Transportation of Ontario, and available through the Ministry's website.

13. **“Private Highway”** means a portion of land utilized for motor vehicle travel which is neither owned nor maintained by the **Corporation** or any other order of government.

14. **“Provincial Highway”** means a portion of land utilized for motor vehicle travel which is owned, operated and maintained by the Province of Ontario, over which the **Corporation** has no jurisdiction or authority.

15. **“Representative Road”** means a **Road** identified in this policy which is considered to be representative of the conditions of other **Roads** in **Neebing**. Refer to Section 3.02.

16. **“Road”** means the travelled road surface on a **Municipal Highway**.

17. **Road Construction** means any work that is outside of **Routine Maintenance & Repair** as defined in this policy, and Includes the building and rebuilding, or **Structural Maintenance,** of **Highways**.

18. **Routine Maintenance & Repair** means those activities completed in the routine maintenance and repair of **a Highway,** described as follows:
    i. “hardtop surface maintenance”, which **Includes** frost heave repair; base repair; utility cut repair; hot and cold mix patching; shoulder maintenance; surface maintenance **Including** crack sealing, slurry sealing and spray patching; surface sweeping; surface flushing; and routine patrolling;
    ii. “gravel surface maintenance”, which **Includes** pothole and washboard repair, shoulder maintenance, grading, application of additional gravel where required, and dust control application;
    iii. “**Winter** control”, which includes snowplowing, combination plowing/ice control, ice control, winging back, snow removal, winter patrol, culvert steaming, and spring clean-up;
    iv. “traffic operations”, which **Includes** pavement markings, illumination, signals, signs, safety devices, etc.;
    v. “roadside work”, which **Includes** vegetation management, **Including** roadside mowing, weed control, tree planting and removal, tree trimming; removal of beaver dams (or other wildlife structures) as necessary to protect the **Highway**, guardrail and fence maintenance;
    vi. “**Structure** work”, which **Includes** washing and component repair for concrete and steel **Culverts**, bridges of all types, and their approaches; and
    vii. “stormwater management”, which **Includes** roadside ditching; and **Driveway Culvert** maintenance

    Routine Maintenance & Repair does not **Include Road Construction**.

19. “**Seasonally Maintained**” is an adjective describing a **Municipal Highway** that does not receive **Routine Maintenance & Repair** for all 12 months of any given calendar year.

20. **"Snow Accumulation"** means snow or slush laying upon the **Road** which is not part of the snow-packed surface of the **Road** as set out in Section 3.03 of this policy, and which covers more than one-half of one **Lane** width. It could be comprised of newly fallen snow (or slush) or snow that has been blown onto the **Road.**

21. **"Storm Conditions" Include:** wind, rising and moving water, precipitation, temperatures below minus fifteen degrees Celsius, snowfall, freezing rain, hail, and/or blowing snow.

22. **"Structural Maintenance"** means work required to maintain the physical structure of a **Highway.** It Includes such work as: repair after severe weather damage, component repair for concrete or steel **Culverts.** For the purposes of this policy, the term also **Includes** the mandatory asset inspections and the cost of engineering studies associated with **Highways.**

23. **"Structure"** means a bridge, culvert, tunnel, retaining wall or sign support, as those terms are defined in the OSIM.

24. **"Summer"** means May 1st through September 30th in any year.

25. **"Surfaced Road"** means a **Municipal Highway** on which the **Road** has been surfaced with asphalt emulsion (sometimes referred to as "chip-seal").

26. "**Unmaintained**" is an adjective that describes a **Municipal Highway** which is open to the public but is not Maintained.

27. **Unopened Highways on Government Land** are portions of land utilized for motor vehicle travel which may or may not be Maintained to create access to gravel pits

28. "**User Fee Bylaw"** refers to bylaw 2016-006 as amended, or to the current user fee bylaw

29. **"Winter"** means October 1st of one year, through to April 30th of the following year.

30. **"Working Day"** means a day in which the Neebing Municipal Office is open for business, as well as November 11th, annually.

31. **"Working Roads Foreman"** means a person appointed to that position by the **Corporation.** In his or her absence, it means the person delegated the responsibilities of **Working Roads Foreman.**

1.00 GENERAL PROVISIONS

1.01 Classification of Highways

1) Classes of **Highways** within **Neebing**

i) **"Class 5" Highways** have **Roads** with an average annual daily traffic volume of between 50 and 199 vehicles, and a speed limit of 60 kilometers per hour or lower.

ii) **"Class 6" Highways** have **Roads** with an average annual daily traffic volume of between 0 and 49 vehicles, and a speed limit of 60 kilometers per hour or lower. In Neebing, some Class 6 Highways are further sub-divided as "Class 6A" and "Class 6B" Highways.

iii) **"Class 6A" Highways** are Class 6 **Highways** on which only one or two permanent residences exist for their entire length, or for a portion of their entire length from a particular intersection.

iv) **"Class 6B" Highways** are Class 6 **Highways** on which there is no permanent residence for their entire length, or for a portion of their entire length from a particular intersection.

v) "**Class 6C" Highways** are Class 6 **Highways** which are not maintained by the **Corporation** at all during the **Winter.** They are considered **Seasonally Maintained Highways.**

vi) "**Unmaintained Municipal Highways"** are **Roads** which are open to the public but are not Maintained.

vii) **Private Highways** are portions of land utilized for motor vehicle travel which is neither owned nor Maintained by the **Corporation** or any other order of government. Some **Private Highways are** privately constructed/used extensions to the ends of open **Municipal Highways** undertaken by persons other than the **Corporation** to create access to mines, logging areas, farming fields, seasonal residences, historic homesteads no longer standing, etc.

2) **Roads** in **Neebing** are Class 5 **Highways**:

See Appendix A for the **Roads** in **Neebing** are Class 5 **Highways**

3) **Roads** in Neebing are Class 6 **Highways**:

Any and all **Municipal Highways** which are not **Private Highways, Unmaintained Municipal Highways,** or Class 5, 6A, 6B or Class 6C **Municipal Highways**. See Appendix A for the list of Class 6, 6A, 6B, and 6C **Municipal Highways.**

4) The following **Roads** in **Neebing** are **Unmaintained Municipal Highways:**

See Appendix A for the list **Unmaintained Municipal Highways.**

8) The following are **Private Highways**:

a) Bunt Lane;
b) Delazzer Road;
c) Dolly's Lane
d) Garbo Road, also known as Pine River Road;

e) John's Place
f) Little Pine Road;
g) Pete's Place;
h) Van Johnson Drive;
i) The following privately constructed/used extensions to the ends of open **Municipal Highways** undertaken by persons other than the **Corporation** to create access to mines, logging areas, farming fields, seasonal residences, historic homesteads no longer standing, etc.:

- Hill Top Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.4 kilometers from its intersection with Highway 608;
- Klages Road, beyond the end of the **Maintained** portion of the **Highway**, which is 2 kilometers from its intersection with Scoble Townline Road;
- Lake Lenore Road as it extends west of the terminus of the Municipal **Highway** at the top of the hill, at the lake;
- Lake Lenore Road as it extends east of the terminus of the Municipal **Highway** at the top of the hill, at the lake;
- Lankinen Road beyond the end of the **Maintained** portion of the **Highway**, which is 1 kilometer from its intersection with Highway 595;
- Lautsch Road beyond the point where a gate has been erected, which is at the end of the **Maintained** portion of the **Highway**, which is 1.6 kilometers from its intersection with Pardee Road;
- Those portions of Lloyd Johnson Drive which veer from the **Maintained** portion of the **Highway**, to access lots 9-13, and again to access lots 22-26 on Plan of Subdivision M612;
- Mates Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.8 kilometers from its intersection with Scoble Townline Road;
- Memory Road beyond the end of the **Maintained** portion of the **Highway**, which is 7.5 kilometers from its intersection with Highway 61;
- Mighton Road beyond the end of the **Maintained** portion of the **Highway**, which is 1.8 kilometers from its intersection with Union School Road South;
- Moose Lodge Road beyond the point where a gate has been erected, which is at the end of the **Maintained** portion of the **Highway**, which is 2 kilometers from its intersection with Pardee Road
- Oinonen Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.1 kilometers from its intersection with Highway 595; and
- Rabbit Mountain Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.5 kilometers from its intersection with Oliver Creek Road.

9) Jarvis Bay Road East, at approximately 3.5 kilometers east of Highway 61, is a road on land owned by the Province of Ontario and is not a Municipal Highway. The **Corporation** maintains the road for its own purposes to allow access to a gravel pit

operated by the Corporation. The standards in this Policy do not apply to this portion of Jarvis Bay Road East. Members of the public utilize this road at their own risk.

~~Appendix "A" to this policy lists the **Municipal Highways** named in By-law 2016-023 and assigns their classifications.~~

1.02 Municipal Rights of Way

History/Ownership

Crown surveyors in Northwestern Ontario very often did not set aside municipal "road allowances" between lots and concessions as was the case in Southern Ontario. Settlers created roads in locations convenient to them. The **Corporation** was, in many cases, incorporated after the network of roads had been created by others. Accordingly, the **Corporation** does not always technically own the land beneath the **Municipal Highway**. Despite the fact that it may not have "paper title" to the land, the **Corporation** is considered at law to be the legal owner, based on its having assumed and maintained the **Municipal Highway** without any objection from the paper title holder. Those paper title holders are considered to have "dedicated" the land to the **Corporation**.

Municipal "Road Allowance" Widths

The standard width of a **Municipal Highway** in Ontario, based on the original crown surveys, is sixty-six (66') feet (historically referred to as a "chain", and equal to 20.1168 meters). In all cases excepting those discussed under the heading "Width Exceptions" below, for its **Municipal Highways**, the **Corporation** considers itself to be the legal owner of all of the property, on both sides of the **Road** on a **Municipal Highway** which is within thirty-three (33') feet from the center line of the **Road**, whether or not it is the paper title holder of all of that property.

Where a **Municipal Highway** is shown on a registered plan of subdivision, the **Highway** was dedicated to the Corporation through the subdivision process. The width would typically be the standard sixty-six (66') foot size, however, the size depicted on the particular plan is the actual size of the Road Allowance.

Width Exceptions

a) Some Highways in Plans of Subdivision that are not On the Plan

Within Neebing, there are some lots located on plans of subdivision which were historically approved and registered showing the existence of **Highways** on property where it was either physically impossible to construct a **Highway**, or prohibitively expensive to construct a **Highway**. Developers of these properties, like original settlers, created roads to access some of the subdivisions lots in locations where it was possible to do so. As such, there are **Municipal Highways** that cross lots within plans of subdivision, dissecting them. In these cases, where the **Highway** is considered a **Municipal Highway**, the width of the road allowance that is considered to be owned by the **Corporation** may be less than sixty-six (66') feet. In all of these cases, the **Corporation** owns the road bed, and all property within sixteen and one-half (16.5') feet of the center line of the **Road** on both sides. In some cases, it may own additional property beyond that measurement. Individual circumstances will require individual attention and response to determine with any precision the width of the municipal road allowance.

There are circumstances in Neebing where roads that dissect lots are **Private Highways**. Those are not subject to the preceding paragraph.

As set out in the **Corporation**'s Zoning By-law, roads that dissect lots on registered plans of subdivision are not considered to have severed the lot in accordance with the Planning Act, R.S.O. 1990, c. P.13, as amended.

b) Narrow Roads Due to Topography

The topography of Neebing includes cliffs, steep hills, the rugged shoreline of Lake Superior, and several smaller lakes. Some **Municipal Highways** were historically developed through land which, due to its topography, does not contain sufficient flat land for a full sixty-six (66') foot road allowance. Examples **Include**: Cloud Lake Road, where it exists between the lake and some cliffs, Sturgeon Bay Road, where it exists between Sturgeon Bay and cliffs, and some parts of Cottage Drive where it exists between some lots adjacent to the lake and a steep incline.

Objects, Parking and Obstructions

Residents and property owners within **Neebing** are prohibited by by-law from placing structures, **Including** landscaping features, or other items, and **Including** snow moved from private property, on any portion of a **Municipal Highway**. Any items, fixtures or substances placed on the **Highway** may be damaged or removed by the **Corporation**'s staff or volunteers. The person who placed the removed or damaged item will be responsible for all associated costs, **Including**: the cost to repair damage caused to the **Corporation**'s vehicles; damages caused to third parties who claim against the **Corporation**; the cost to remove and dispose of the item, fixture or substance, and more.

Exceptions to the general prohibition are made for mailboxes and for emergency response property numbers, however, the **Corporation** will not be liable for damage to these items.

Short-term parking of vehicles on the shoulder of the **Highway** is permitted, however, overnight and long-term parking is not.

For more information, refer to By-law Number 616-2002.

1.03 Roads that Form or Traverse Municipal Boundaries

The Corporation is a party to "Boundary Road Agreements" with The Corporation of the Municipality of Oliver Paipoonge and The Corporation of the Township of Gillies that impact the following Municipal Highways:

Oliver Paipoonge:

- Boundary Drive East
- Boundary Drive West
- Candy Mountain Drive
- McCluskey Drive

Gillies:

- Union School Road North
- Chimo Road

In accordance with the agreements, the other party may be providing maintenance on a **Municipal Highway**. In circumstances where that is the case, the maintenance standards of that municipality apply, and the maintenance standards in this policy do not, subject to the terms and conditions of the relevant agreement.

1.04 Hours of Work

Except in response to **Storm Conditions**, no **Routine Maintenance & Repair** will be undertaken on any **Highway** between the hours of 8:00 o'clock p.m. of one **Day**, and 4:00 o'clock a.m. of the following **Day**

1.05 Definitions of "Winter" and "Summer"

Winter and **Summer** are defined generally. It is acknowledged that particular tasks and needs are not dependent upon a calendar date, but rather, upon weather conditions.

1.06 Weight Restrictions

The **Corporation** will protect undue damage to **Municipal Highways** by imposing weight restrictions for vehicles travelling on those **Municipal Highways** whenever conditions warrant it. It is normal for spring thaw conditions to warrant weight restrictions, which may be imposed at any time when the thaw commences, and will continue to be in place until the frost has left the **Municipal Highway** roadbed. Historically, these restrictions are placed on all **Municipal Highways** from approximately mid-March to approximately mid-June annually. Climatic changes alter freeze/thaw patterns and may extend or abridge the weight restriction time frame. The **Corporation** will make its determination regarding the length of the annual spring weight restrictions as conditions warrant.

From time to time it will be necessary to impose weight restrictions on some or all of the **Municipal Highways** during other parts of the year. When weight restrictions apply, appropriate signage will advise the motoring public of that fact. Permits for hauling heavier loads in special circumstances may be available at the Municipal Office.

By-law 943-2012 governs weight restrictions on **Surfaced Highways** year-round. Fees for permits to haul are set out in the **User Fee By-law**.

1.07 Weather Monitoring

During **Winter**, both the current weather conditions and the forecasted conditions over the next twenty-four (24) hours shall be checked and recorded a minimum of three (3) times per **Day**. The first check shall occur between the hours of 4:00 a.m. and 8:00 a.m. The second check shall occur between the hours of 11:00 a.m. and 4:00 p.m. The third check shall occur between the hours of 6:00 p.m. and midnight. There shall be a minimum of three (3) hours separation between any two checks of weather conditions.

During **Summer**, both the current weather conditions and the forecasted conditions over the next twenty-four (24) hours shall be checked and recorded a minimum of once per **Day**, between the hours of 7:30 a.m. and 4:00 p.m.

1.08 Annual Road Tour

The **Council** shall arrange for a patrol, to be attended by a minimum of three (3) members of the **Council**, together with the Working Roads Foreman and an administrative staff member to record notes, at least once annually, in May or June, after the frost has left the road beds. Patrolling a **Municipal Highway** means observing it from the vantage point of a moving vehicle.

The purpose of this patrol is to allow the members of **Council** attending to observe the condition of the **Municipal Highways** after the **Winter** season.

Council may choose to conduct a second tour prior to the onset of **Winter**, however, only the spring patrol is mandatory.

Despite the number of members of **Council** present on a patrol, a road patrol is never considered a municipal **Council** meeting and nothing discussed among members of **Council** during the patrol constitutes a resolution of **Council**. This is true whether or not the Clerk is in attendance.

1.09 Record Keeping

The **Working Roads Foreman** is responsible for maintaining the records that are required to be kept by this policy. Records shall be initially prepared by the Roads Department staff on paper or electronically, as the staff person in question finds comfortable. Paper records shall be converted to electronic content within sixty (60) **Working Days** of having been prepared so that all records required by this policy will ultimately be electronic records.

The **Working Roads Foreman** will co-ordinate with the Clerk to keep all of the electronic records in a format accessible to both him (or her) and the Clerk at all times.

Records will be maintained in accordance with the Records Retention By-law of the **Corporation**.

1.10 Traffic Counts

Traffic counts shall be undertaken at least every three years on Class 5 **Municipal Highways**.

Traffic counts shall be undertaken in frequencies as determined by the **Working Roads Foreman** for all other Classes of **Municipal Highway**, except that, if the **Working Roads Foreman** suspects that the traffic level on a Municipal Highway has changed to the extent that it will alter which class of **Municipal Highway** that one constitutes, he shall undertake a traffic count on that Municipal Highway within one (1) year of developing that suspicion.

All traffic counts shall be properly recorded and maintained on file either electronically, in paper, or both.

1.11 Obtaining Information

Road conditions are determined by the **Working Roads Foreman**, or by a municipal employee, agent or contractor whose duties include one or more of the following:

a) patrolling the **Municipal Highways**;
b) performing any **Routine Maintenance & Repair**;
c) supervising employees who perform duties set out in (a) or (b).

Road conditions, **Including** the depth of **Snow Accumulation** or the existence of ice, are determined in any one of the following ways:

a) personal inspection of a **Road**, which need not **Include** any actual measurement of any condition, but must **Include**, in the absence of an actual measurement, a recorded visual estimate of the condition;
b) monitoring the weather; or
c) receipt of a report from a resident or other **Municipal Highway** user that the condition exists, with confirmation through personal inspection of a **Representative Road**.

1.12 Policy Review

This Policy will be reviewed at least once within each term of **Council**. In addition, this Policy will be reviewed within sixty (60) days of the date that any Regulation that impacts this Policy is passed or amended under the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, comes into force and takes effect. Administration will make note of building permits for new seasonal or permanent dwelling construction, and will bring to Council any amendments to road classifications in this Policy that are required as a result of additional residences being located on any particular road.

2.00 SUMMER MAINTENANCE

2.01 Grading

Every Class 5 and Class 6 **Municipal Highway** shall be graded (unless it has been hard surfaced) annually. Class 6A, 6B and 6C **Municipal Highways** shall be graded every second year.

2.02 Application of Gravel (Beyond Pothole Repair)

Gravel is applied when work conditions for the Roads Department staff allow, on an as-needed basis, based on known conditions. Weather and traffic impact gravel surfaces.

2.03 Dust Control

Dust suppression material is applied to reduce the amount of dust from a gravel road to adjacent agricultural areas and/or residences. It also helps to bind the gravel to the **Highway** surface.

In normal **Summer** conditions, dust control is applied annually on all Class 5 gravel **Municipal Highways**. In particularly wet **Summer** seasons, it may not be necessary to apply dust control at all. The **Working Roads Foreman** shall determine when and where dust control is applied.

Dust control may be applied on **Municipal Highways** in the Class 6 category from time to time, at the discretion of the **Working Roads Foreman**, in consultation with Council's Roads Chair, in keeping with local conditions.

2.06 Ditching

Ditches will be excavated and cleared of obstructions once every fifteen (15) years or as needed on all Class 5 **Municipal Highways**.

Diches will be excavated and cleared on **Municipal Highways** in the Class 6 category, from time to time, at the discretion of the **Working Roads Foreman**, in consultation with Council's Roads Chair, in keeping with local conditions.

2.07 Unmaintained Municipal Highways

Unmaintained Municipal Highways are not repaired or managed by the Corporation, whether on an irregular basis or at all. Persons who access **Unmaintained Municipal Highways** do so at their own risk.

Persons who wish to improve the condition of an **Unmaintained Municipal Highway** for personal use may do so only with the prior approval of the Council as evidenced by a Council resolution. Indemnification of the **Corporation** for any damage or loss may be a condition of use.

3.00 WINTER MAINTENANCE

3.01 Snow Plowing/Sanding/Salting Routes and Methods

The **Working Roads Foreman** plans snow clearing routes on the basis of these maintenance standards, coupled with the geography of the network of **Municipal Highways** and the abilities of the equipment. The majority of the Corporation's snow clearing equipment is one-way plow style, and thus they travel in the direction that works with the angle of the snow plow, making most turns to the right.

Priority cannot be given to any **Municipal Highways** over others on any basis, **Including** whether or not a school bus travels that **Highway**, whether there is a person with an illness residing on that **Highway**, whether there is a person with unusual working hours on that **Highway**, or for any other reason. The **Corporation** does not have the resources to prioritize **Municipal Highway** plowing or sanding/salting in this manner.

When sand and salt is applied simultaneously with plowing, the sand/salt is applied to inclines and corners on the **Municipal Highways**, and not on the portions of **Highways** in between those areas, on the first pass of the plow truck. Vehicles will return to place sand and salt on the longer stretches of road when the plowing is completed, which may not be until the following day or two. Plow trucks require the weight of the sand/salt in order to be able to

plow. Accordingly the sand/salt mix is applied sparingly until plowing has been completed. Otherwise, the plow truck would need to leave a **Municipal Highway** partially unplowed in order to re-fill the truck when it becomes empty. This is inefficient and causes undue delays in plowing operations. Users of the **Municipal Highways** must adjust their driving accordingly.

3.02 Representative Roads

The **Corporation**'s **Representative Road** for wind blown conditions is Valley Road East and West. The **Corporation**'s **Representative Road** for ice or snow conditions is the hill portion of Cloud Lake Road, approximately two (2 km) kilometers west of the intersection of Cloud Lake Road and Highway 61.

3.03 Snow Packed Condition

In **Winter**, **Municipal Highways** are not expected to be kept plowed to a bare condition. **Municipal Highways** are snow packed **Highways**. The acceptable snow pack surface of a **Municipal Highway** (of any class) is between one-half (0.5 cm) of one centimeter to approximately five (5 cm) centimeters. Road surfaces will cause the snow pack thickness to vary.

3.04 Removal of Snow Accumulation

After the **Working Roads Foreman** becomes aware that **Snow Accumulation** has reached a depth of ten (10 cm) centimeters on any **Municipal Highway**, **Including** a **Representative Road**, resources to remove the **Snow Accumulation** from the **Roads** shall be deployed **As Soon as Practicable**.

After the **Working Roads Foreman** becomes aware that **Snow Accumulation** has reached a depth of ten (10 cm) centimeters on any **Municipal Highway**, **Including** a **Representative Road**, he shall cause the **Snow Accumulation** to be removed from the **Municipal Highways** identified in the first column of Table 3.04, within the time period identified in the second column of Table 3.04.

Table 3.04

Class of Municipal Highway	Time
Class 5	24 hours
Class 6	48 hours
Class 6A	72 hours
Class 6B	Once per month

When the **Storm Conditions** that caused the **Snow Accumulation** have ceased, the **Working Roads Foreman** shall cause the **Snow Accumulation** on the **Road** to be addressed to reach a depth less than ten (10 cm) centimeters on the **Municipal Highways** identified in the first column of Table 3.04, within the time period identified in the second column of Table 3.04. The total width of **Road** cleared in this regard shall be a minimum of five (5 m) meters.

For Classes 5, 6 and 6A, "addressing" the Snow Accumulation in the prior paragraph **Includes**:

a) plowing the Road;
b) putting a salt/sand mix on the Road; or
c) a combination of (a) and (b).

Salt and/or sand are not applied to Class 6B **Municipal Highways**.

Any person may request that the **Corporation** provide winter snow plowing to an **Unmaintained Municipal Highway** or to a **Seasonally Maintained Municipal Highway** for the purposes of accessing property**.** The Working Roads Foreman, in consultation with Council's Roads Chair, shall determine when (or if) such a request can be positively replied to. The **Corporation** will not sanction winter maintenance in circumstances where it places workers in hazardous conditions. The availability of time and equipment will be other considerations. Salt and/or sand will not be applied to **Unmaintained Municipal Highways** or to **Seasonally Maintained Municipal Highways.** Indemnification of the **Corporation** for any damage or loss may be a condition of use.

3.05 Ice

The **Corporation** will act responsibly in attempting to prevent ice formation on **Municipal Highways**. This is undertaken through weather monitoring (in accordance with Section 1.07 of this Policy), patrolling (in accordance with Section 4.02 of this Policy), inspecting **Representative Roads** (in accordance with Section 4.03 of this Policy), and/or receipt of information in accordance with Section 1.11(c) of this Policy).

Where the **Working Roads Foreman** determines that there is a substantial probability that ice will form on the Road in any Municipal Highway, he shall cause the **Road** to be treated to prevent the formation of ice by applying a mixture of salt and sand. The treatment for ice must be applied to the **Municipal Highways** identified in the first column of Table 3.05, within the time period identified in the second column of Table 3.05.

Table 3.05

Class of Municipal Highway	Time
Class 5	16 hours
Class 6	24 hours
Class 6A	36 hours
Class 6B	N/A

Salt and/or sand are not applied to Class 6B or 6C **Highways** or to **Unmaintained Municipal Highways**.

3.06 Vegetation Removal

Vegetation removal from the untraveled portion of the **Municipal Highways** will be undertaken only as time permits, unless the **Working Roads Foreman** becomes aware that vegetation on the untraveled portion of a **Municipal Highway** is obscuring a sign, obscuring a sight line, or causing some other hazard.

In circumstances where there is a hazard, the **Working Roads Foreman** shall cause the issue to be addressed **As Soon as Practicable** after becoming aware of the hazard.

3.07 Culvert Steaming

From time to time it is necessary to remove ice accumulation from a **Culvert** by applying steam to the ice. This prevents water from flowing over the **Highway** in which the **Culvert** exists.

The **Working Roads Foreman** shall cause the **Culvert** to be steamed **As Soon as Practicable** after he becomes aware that it requires steaming.

3.08 Unmaintained and Seasonally Maintained Municipal Highways

Unmaintained Municipal Highways and **Seasonally Maintained Municipal Highways, Including** Class 6C **Highways**, receive no **Winter** maintenance service and are not repaired or managed by the **Corporation** during **Winter**, whether on an irregular basis or at all. Persons who access **Unmaintained Municipal Highways** or **Seasonally Maintained Highways** during **Winter** do so at their own risk.

Persons who wish to improve the condition of an **Unmaintained Municipal Highway** or a **Seasonally Maintained Municipal Highway** for personal use may do so only with the prior approval of the Council as evidenced by a Council resolution. Indemnification of the **Corporation** for any damage or loss may be a condition of use.

4.00 YEAR ROUND MAINTENANCE

4.01 Removal of Obstructions or Hazards

The **Working Roads Foreman** shall cause any **Obstruction** on a **Municipal Highway** to be removed **As Soon as Practicable** after becoming aware of its existence.

4.02 Regular Patrols of Municipal Highways

Patrolling a **Municipal Highway** means observing the **Highway** from the vantage point of a moving vehicle. Patrolling is undertaken to check **Municipal Highways** for conditions **Including**: presence of ice or **Snow Accumulation** or **Obstructions**; damages to the surface of the **Road** such as cracks or potholes; fallen trees; the visibility of signs; etc.

The **Working Roads Foreman** may direct other staff or contractors to patrol the **Municipal Highways** and record their observations of the conditions at the same time as those persons are undertaking **Routine Maintenance & Repair**.

Class 5 **Municipal Highways** shall be patrolled at least once every thirty (30) **Days**.
Class 6 **Municipal Highways** shall be patrolled at least once every six (6) months.
Class 6A and Class 6B **Municipal Highways** shall be patrolled at least once annually.

4.03 Patrols of Representative Roads

This Section 4.03 does not apply in circumstances where the roads crew have already been deployed and are working to address the condition of concern.

Despite Section 4.02, if weather monitoring determines that there is a likelihood of **Snow Accumulation** or ice formation on the **Municipal Highways**, the **Representative Roads,** regardless of what class they fall into, shall be patrolled to check for those conditions. The weather monitoring will determine how soon the **Representative Road** will be patrolled as follows:

If the weather monitoring leads to a conclusion that the **Snow Accumulation** or ice formation will occur prior to the time of day shown in the first column of Table 4.03, the person monitoring the weather shall patrol the **Representative Road** (or cause it to be patrolled by another person) by the time indicated in the same row in in the second column of Table 4.03.

Table 4.03:

Time of day when condition expected	Time of day when patrol of Representative Roads to be undertaken
Between 12:01 a.m. and 6:00 a.m.	Between 4:00 a.m. and 5:30 a.m.
Between 6:01 a.m. and 6:00 p.m.	At a time approximating one hour prior to the anticipated development of the condition, and at one and one-half intervals thereafter.
Between 6:01 p.m. and midnight	Once during this time period.

The patrol of the **Representative Highway** is patrol of the **Road** only, and does not **Include** inspections of streetlights, signs or sidewalks.

4.04 Shoulder "Drop-Off"

A shoulder drop off is the vertical difference between the surface of the **Road** on a **Surfaced Road** and the shoulder of the **Surfaced Road**. There is no shoulder drop-off on a gravel **Highway**.

When the **Working Roads Foreman** becomes aware of a shoulder drop off that has a length of twenty (20m) meters or more and a depth that is equal or greater than eight (8cm) centimeters, the **Working Roads Foreman** shall cause the **Highway** to be repaired to remove the shoulder drop off or to reduce it to a measurement less than eight (8 cm) centimeters. The repair must be completed for the **Municipal Highways** identified in the first column of Table 4.04, within the time period identified in the second column of Table 4.04.

Table 4.04

Class of Municipal Highway	Time
Class 5	30 days
Class 6	90 days

There are no Class 6A, 6B or 6C **Municipal Highways** that are **Surfaced Roads**.

4.05 Discontinuities

A surface discontinuity is a vertical discrepancy in the surface of a **Municipal Highway** that causes a step formation at:

a) joints or cracks in the surface of the **Surfaced Road**;
b) at bridge deck joints;
c) at bridge expansion joints; and/or
d) at the approaches to a bridge,

where the step formation measures five (5 cm) centimeters or more.

When the **Working Roads Foreman** becomes aware of a surface discontinuity in a **Road** (but not on a bridge), the **Working Roads Foreman** shall cause the **Road** to be repaired to remove the surface discontinuity. The repair must be completed for the **Municipal Highways** identified in the first column of Table 4.05, within the time period identified in the second column of Table 4.05.

Table 4.05

Class of Municipal Highway	Time
Class 5	21 days
Class 6	30 days
Class 6A or Class 6B	60 days
Class 6C	180 days during the **Maintenance** period from May 1 to September 30

The **Working Roads Foreman** shall cause a surface discontinuity on a bridge to be repaired to remove the surface discontinuity **As Soon as Practicable** after becoming aware of the situation.

4.06 Pothole Repair

When the **Working Roads Foreman** becomes aware of a pothole in a **Road** which is not a **Surfaced Road**, and the pothole exceeds both the surface area and depth set out in the second and third columns of Table 4.06A, he or she shall cause the **Road** to be repaired to remove the pothole, or reduce it to a size less than that shown within Table 4.06A, within the time period identified in the fourth column of Table 4.06A.

Table 4.06A

Class of Municipal Highway	Surface Area of Pothole	Depth of Pothole	Time
Class 5	fifteen hundred (1500 cm^2) square centimeters	twelve (12 cm) centimeters	30 days
Class 6	fifteen hundred (1500 cm^2) square centimeters	thirteen (13 cm) centimeters	45 days

Class 6A or 6B	Two thousand (2000 cm^2) square centimeters	thirteen (13cm) centimeters	60 days
Class 6C	Twenty five hundred (2500 cm^2) square centimeters	Fifteen (15 cm) centimeters	180 days

When the **Working Roads Foreman** becomes aware of a pothole in a **Surfaced Road**, and the pothole exceeds both the surface area and depth set out in the second and third columns of Table 4.06B, he or she shall cause the **Road** to be repaired to remove the pothole, or to reduce its size to less than the sizes shown in Table 4.06B, within the time period identified in the fourth column of Table 4.06B.

Table 4.06B

Class of Municipal Highway	Surface Area of Pothole	Depth of Pothole	Time
Class 5	one thousand (1000 cm^2) square centimeters	eight (8cm) centimeters	30 days
Class 6	twelve hundred (1200 cm^2) square centimeters	nine (9cm) centimeters	45 days

There are no **Surfaced Roads** that are in Class 6A, Class 6B, or Class 6C.

When the **Working Roads Foreman** becomes aware of a pothole in the shoulder of a **Municipal Highway**, and the pothole exceeds both the surface area and depth set out in the second and third columns of Table 4.06C, he or she shall cause the **Highway** to be repaired to remove the pothole, or reduce it to a size less than that shown within Table 4.06C, within the time period identified in the fourth column of Table 4.06C.

Table 4.06C

Class of Municipal Highway	Surface Area of Pothole	Depth of Pothole	Time
Class 5	fifteen hundred (1500 cm^2) square centimeters	twelve (12 cm) centimeters	60 days
Class 6	fifteen hundred (1500 cm^2) square centimeters	thirteen (13 cm) centimeters	75 days
Class 6A or 6B	Two thousand (2000 cm^2) square centimeters	thirteen (13cm) centimeters	90 days
Class 6C	Twenty five hundred (2500 cm^2) square centimeters	Fifteen (15 cm) centimeters	180 days

4.07 Crack Repair

When the **Working Roads Foreman** becomes aware of a crack in a **Surfaced Road**, and the crack exceeds both the width and depth set out in the second and third columns of Table 4.07 he or she shall cause the **Road** to be repaired to remove the crack, or to reduce its size to less than the sizes shown in Table 4.07, within the time period identified in the fourth column of Table 4.07.

Table 4.07

Class of Municipal Highway	Width of Crack	Depth of Crack	Time
Class 5 or 6	five (5 cm) centimeters	five (5 cm) centimeters	180 days

There are no **Surfaced Roads** that are in Class 6A, 6B or 6C.

4.08 Bridge Deck Spalls

A bridge deck spall is a cavity left by one or more fragments detaching from the surface of a Surfaced Road or from the shoulder of a bridge.

When the **Working Roads Foreman** becomes aware of a bridge deck spall with a surface area and depth as set out in the second and third columns of Table 4.08, he or she shall cause the bridge deck spall to be repaired (or reduced to a measurement less than shown in columns two and three of Table 4.08) The repair must be completed for the **Municipal Highways** identified in the first column of Table 4.08, within the time period identified in the fourth column of Table 4.08.

Table 4.08

Class of Municipal Highway	Surface Area of Bridge Spall	Depth of Bridge Spall	Time
Class 5	one thousand (1000 cm^2) square centimeters	eight (8 cm) centimeters	7 days
Class 6	twelve hundred (1200 cm^2) square centimeters	ten (10 cm) centimeters	14 days
Class 6B	thirteen hundred (1300 cm^2) square centimeters	ten (10 cm) centimeters	21 days

There are no bridges on any Class 6A or 6C **Highways**. The only Class 6B highway with one or more bridges is Pardee Road.

4.09 Signs

For the purposes of the inspection standards for signs, there are two types of signs. Class 1 signs are the following:

a) Checkerboard signs;

b) Curve sign with advisory speed tab;
c) Do not enter sign;
d) Load Restricted Bridge sign;
e) Low Bridge or Low Bridge Ahead signs;
f) One Way traffic sign;
g) Stop or Stop Ahead or New Stop Ahead signs;
h) Two-Way Traffic Ahead signs;
i) Wrong Way signs; and
j) Yield, Yield Ahead, and New Yield Ahead signs.

All other signs that are included in the **Ontario Traffic Manual** are Class 2 signs.

Signs, regardless of which class they fall into, are to be inspected for their basic requirements, and to test whether or not they meet the retro-reflectivity requirements of the **Ontario Traffic Manual** at least once per calendar year. The annual inspections may not be spaced more than sixteen (16) months apart.

Where it becomes apparent through an inspection, or in any other manner, that a Class 1 sign on a **Municipal Highway** does not met the retro-reflectivity requirements of the **Ontario Traffic Manual**, or is illegible, improperly oriented, obscured or missing, the **Working Roads Foreman** will cause the sign to be repaired or replaced, such that it does meet all requirements, **As Soon as Practicable** after becoming aware of the condition of the sign.

Where it becomes apparent through an inspection, or in any other manner, that a Class 2 sign on a **Municipal Highway** does not met the retro-reflectivity requirements of the **Ontario Traffic Manual**, or is illegible, improperly oriented, obscured or missing, the **Working Roads Foreman** will cause the sign to be repaired or replaced, such that it does meet all requirements, in a time frame commensurate with the class of Highway upon which the sign is erected. The repair or replacement must be completed for signs erected upon the **Municipal Highways** identified in the first column of Table 4.09, within the time period identified in the second column of Table 4.09.

Table 4.09

Class of Municipal Highway	Time
Class 5	30 days
Class 6	60 days
Class 6A or Class 6B	90 days
Class 6C	180 days

5.00 ENTRANCES/DRIVEWAYS

5.01 Application Process for New Entrance Approval

A person who wishes to install driveway access from a **Municipal Highway** to private property must apply for a new entrance approval, using a form approved by the **Working Roads Foreman** from time to time.

As a general rule, only one permanent entrance is permitted per lot. Exceptions may be made by the Working Roads Foreman, in consultation with the Roads Chair, to allow more than one permanent entrance per lot in circumstances where there is frontage on more than one Highway, or where terrain divides a property from an access perspective.

Refer to the **User Fee By-law** to determine whether or not a fee has been imposed for entrance approvals, and, if so, what the fee is.

When the application form has been completed, and the fee (if any) has been paid, the **Working Roads Foreman** will cause an inspection of the site to be undertaken. The inspection will determine whether the applicant's desired location for the driveway meets the **Corporation**'s criteria for safe placement. If the desired location is not appropriate, the **Working Roads Foreman** will examine the property to determine other alternative locations.

When the entrance shown on the application, or an alternative entrance determined by the **Working Roads Foreman** and agreed upon by the applicant, has been approved, the **Working Roads Foreman** will arrange to have the **Driveway Culvert** installed.

A second entrance may be approved on a temporary basis if required. The approval will be for a specified time period, after which time the temporary entrance must be removed. If it is not removed by the property owner, the **Corporation** will notify the property owner of the requirement to remove it. If it remains in place sixty (60) days after the **Corporation** provides the notice, the **Corporation** will remove it and charge the property owner for all costs associated with the removal.

5.02 Installation of Driveway Culverts

Culvert Supply

When an entrance application is received by the Municipality, the Working Roads Foreman will inspect the location and approve the location (or recommend an alternate location) and determine the size of culvert that is required. The office will determine the price paid for the culvert plus 15% and charge the applicant the fee determined for the culvert. When the applicant has paid for the culvert, the Working Roads Foreman will be informed to schedule the installation of the culvert as well as the Fire Number Emergency sign.

Timing for Installation

The **Corporation** will supply and install the **Driveway Culvert** within ten (10) **Working Days** of the **Working Day** upon which it receives the payment for the culvert. **Storm Conditions** or other emergency circumstances may disrupt timing of installation. In such cases, the applicant will be advised, and will be provided with an alternative time frame for the installation, based on the nature of the **Storm Condition** or other emergency circumstance.

Materials

The **Corporation** will supply, free of charge, gravel for use in the installation process.

5.03 Maintenance/Replacement of Driveway Culverts

Once installed in the municipal road allowance, the **Driveway Culvert** becomes the property of the **Corporation**, and all maintenance and repairs to the **Driveway Culvert** will be the responsibility of the **Corporation**. **Driveway Culverts** will not be routinely inspected. Should a problem arise, the property owner must provide notice to the **Corporation** of the nature and extent of the issue. The **Working Roads Foreman** will cause the problem to be corrected **As Soon as Practicable** after being notified of the issue.

Where it is obvious that the **Driveway Culvert** was damaged due to willful activity or negligence, as opposed to natural deterioration over time, the **Corporation** may charge the property owner for the repair.

6.00 SHORELINE ROAD ALLOWANCES

The **Corporation** owns the sixty-six foot road allowances on the shoreline of Lake Superior and on the shorelines of some of the inland lakes (where such allowances exist). Over time and from time to time, persons with adjacent property have requested to purchase the shoreline road allowance abutting their lands.

The **Corporation** reviews each such request when received, and will consider each request on its merits. A standard price is established (per linear foot) for such purchases and reviewed from time to time. The **User Fee By-law** should be consulted for the current pricing.

Where the **Corporation** owns the shoreline road allowance, that road allowance is considered to be an **Unmaintained Municipal Highway**. The public may access the shoreline road allowance from adjacent public lands (if any) or from the water via watercraft or personal swimming.

APPENDIX "A" – MUNICIPAL HIGHWAYS

The following table lists the **Highways** within **Neebing** which are **Municipal Highways** as defined in this policy. **Municipal Highways** are listed alphabetically.

Name	Township	Approx Length	Description	Classification	Roads By-Law
Albert Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Anderson Road	Crooks	0.6 km	Southeasterly from Highway 61	6B	2016-006
Belanger Road	Pardee	1.5 km	Off Highway 595	6A	2016-006
Benjamin Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Blake Hall Road	Blake	1.5 km	East from Highway 61, then turns south	6	2016-006
Boundary Drive East	Blake	5.1 km	East from Highway 61	5	2016-006
Boundary Drive West	Scoble & Blake	6.4 kn	West from Highway 61, Boundary Road with Oliver-Paipoonge	5	2016-006
Boy Scout Road	Blake	3.8 km	East from Highway 61,	6	2016-006
Brandl Road	Crooks	0.6 km	South from Larson Road	6	2016-006
Cameron Road	Pearson	1.1 km	East from Highway 597	6	2016-006
Candy Mountain Drive	Scoble	4.0 km	Northern Boundary Road with Oliver-Paipoonge	6	2016-006
Carlson Road North	Blake	1.2 km	North from Valley Road East	6	2016-006
Carlson Road South	Blake	0.3 km	South from Valley Road East	6	2016-006
Charles Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Chimo Road	Pearson	2.0 km	starts at Highway 608 within Gillies Township, travel south	6	2016-006
Cloud Bay Road North	Crooks	0.4 km	North from Jarvis Bay Road East	Unmaintained	2016-006
Cloud Bay Road South	Crooks	4.3 km	South from Jarvis Bay Road East	5	2016-006
Cloud Lake Road	Blake, Crooks & Pardee	11.7 km	West from Highway 61 to Highway 597 and Pardee Road	5	2016-006
Cloud River Road East	Crooks	2.15 km	East from Highway 61	6	2016-006
Cloud River Road West	Crooks	3.35 km	West from Highway 61	6	2016-006
Cooper Road	Crooks	0.2 km	East from Little Trout Bay Road	6	2016-006
Copper Cliff Road East	Blake	6.7 km	East from Highway 61	5	2016-006
Copper Cliff Road East	Blake	0.4 km	Unmaintained	Unmaintained	No
Copper Cliff Road West	Blake	0.5 km	West from Highway 61	6A	2016-006
Cottage Drive East	Crooks	2.18 km	East from Cloud Bay Road South	6	2016-006
Cottage Drive West	Crooks	1.0 km	West from Cloud Bay Road South	6	2016-006
Cottonwood Road	Blake	0.4 km	East from Highway 61	6A	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Coulson Road	Pardee	1.0 km	South from Highway 595	6A	2016-006
Coulson Road	Pardee	2.0 km	South from the 1 km mark	6C	2016-006
East Oliver Lake Road	Scoble	6.8 km	North from Highway 608	5	2016-006
Falls Road	Blake	2.4 km	South from Boundary Drive East	6	2016-006
Farm Road	Blake	2.6 km	South from Boundary Drive East	6	2016-006
Flank Road East	Pearson	1.5 km	East from Highway 597	6A	2016-006
Flank Road West	Pearson	0.8 km	West from Highway 597	6A	2016-006
Gammond Road	Blake	1.0 km	South from Sturgeon Bay Road	6B	2016-006
Griffis Road	Scoble	1.3 km	Southwesterly from East Oliver Lake Road	6	2016-006
Hill Top Road	Scoble	0.4 km	North from Highway 608	6	2016-006
Hunter Lane	Scoble	1.1 km	Northwesterly from Boundary Drive West and Oliver Creek Road	6	2016-006
Island Avenue	Blake	2.0 km	east-west direction from the terminus of Mink Mountain Drive	6	2016-006
Jarvis Bay Road East	Crooks	3.6 km	East from Highway 61	5 & 6	2016-006
Jarvis Bay Road West	Crooks	0.8 km	West from Highway 61 to Milne Road	6	2016-006
Jarvis Bay Road West	Crooks	0.4 km	unmaintained – beyond Milne Road	Unmaintained	2016-006
John's Place	Scoble	0.3 km	from Willowdale Road	Unmaintained	2020-023
Kivela Road East	Pearson	0.8 km	East from Highway 595	6	2016-006
Kivela Road West	Pearson	1.6 km	West from Highway 595	6	2016-006
Klages Road	Scoble	2.0 km	West from Scoble Townline Road	6	2016-006
Kotala Road	Pearson	2.7 km	West from Highway 595, Part forms a boundary with Fraleigh	6A	2016-006
Lake Lenore Road	Crooks & Pardee	2.8 km	Southwest from Highway 61	6B	2016-006
Lake Lenore Road	Crooks & Pardee	0.5 km	Hill up to Lake	6C	2016-006
Lankinen Road	Pearson	1.0 km	Southeast from Highway 595	6	2016-006
Larson Road	Crooks & Pardee	7.5 km	Northwest from Highway 61	6	2016-006
Lautsch Road	Pardee	1.6 km	West from Pardee Road	6B	2016-006
Lesnick Road	Blake	1.6 lm	North from Copper Cliff Road	6	2016-006
Lex Road	Pardee	0.2 km	West from Highway 597	6A	2016-006
Little Pigeon Bay Road	Crooks	4.15 km	East from Highway 61	6	2016-006
Little Trout Bay Road	Crooks	6.4 km	Southeasterly and then South from Highway 61	6	2016-006
Lloyd Johnson Drive	Crooks	1.4 km	Northeast from Little Pigeon Bay Road	6	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Lone Star Road	Scoble	1.5 km	South from Highway 608	6	2016-006
Loukala Road	Pearson	1.0 km	North from Highway 595	6A	2016-006
Mannisto Road	Pearson	4.9 km	West from Highway 597	6	2016-006
Mannisto Road	Pearson		East from Highway 597	Unmaintained	2016-006
Margaret Street North	Blake	0.75 km	North from Sturgeon Bay Road	6	2019-32
Margaret Street South	Blake	2.4 km	South from Sturgeon Bay Road	6	2016-006
Mates Road	Scoble	0.8 km	West from Scoble Townline Road	6	2016-006
Matson Road	Pearson	1.6 km	South/southeast from Wamsley	6	2016-006
McCluskey Drive	Scoble	2.8 km	East from Oliver Creek Road	6	2016-006
Memory Road	Crooks	7.5 km	East from Highway 61	5	2016-006
Mighton Road	Pearson	1.8 km	West from Union School Road	6	2016-006
Milne Road	Crooks	1.0 km	North from Jarvis Bay Road	6	2016-006
Milne Road	Crooks		From end of Maintained portion	Unmaintained	No
Mink Mountain Drive	Blake	3.2 km	Southeast from Sturgeon Bay Road	6	2016-006
Moose Lodge Road	Pardee and Crooks	2.0 km	East from Pardee Road	6	2016-006
Nicolson Road	Pearson	0.6 km	South from Highway 597	6A	2016-006
Nicolson Road	Pearson		From end of Maintained portion	Unmaintained	2016-006
Oinonen Road	Pearson	0.8 km	South from ninety degree on Highway 595	6	2016-006
Old Border Road	Pardee	2.5 km	West from Highway 593	6	2016-006
Oleksuk Road	Blake	0.85 km	West from Highway 61	6	2016-006
Oliver Creek Road	Scoble	4.0 km	North from Hunters Lane and Boundary Road West	6	2016-006
Olsen Road	Pearson	0.8 km	West from Salo Road	6	2016-006
Pardee Road	Pardee	18.7 km	Southeast from Cloud Lake Road and Highway 597 to Highway 593	6 & 6B	2016-006
Pearson Road	Pearson/ Scoble boundary	0.8 km	East from Union School Road South	6A	2016-006
Pete's Place	Scoble	0.4 km	West from Willowdale	Unmaintained	2020-023
Pit Road	Blake	0.8 km	South from Sturgeon Bay Road	6C	2016-006
Podres Road East	Scoble	0.7 km	East from West Oliver Lake Rd	6	2016-006
Podres Road West	Scoble	1.8 km	West from West Oliver Lake Road	6	2016-006
Ponderosa Road	Pardee	1.0 km	Northeast from Highway 597	6C	2016-006
Rabbit Mountain Road	Scoble	0.5 km	Westerly from Oliver Creek Road	6	2016-006
Salo Road	Pearson	5.0 km	Southwest from Wamsley Road	6	2016-006
Sand Hill Road	Crooks	0.5 km	Northwesterly from Highway 61	6	2016-006
Savoie Road	Crooks	0.5 km	North from Larson Road	6A	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Savoie Road	Crooks		Unmaintained from end of travelled road	Unmaintained	2016-006
Scoble Townline Road	Scoble & Blake	3.3 km total	South from Boundary Drive West to Highway 608	6	2016-006
Seed Road	Scoble	2.9 km	North from Highway 608	6	2016-006
South Bay Road	Scoble	2.0 km	South from Willowdale Drive	6	2016-006
Spruce Drive	Blake	0.8 km	South from Boundary Drive West	6	2016-006
Stajkowski Road	Pardee	0.3 km	West from Pardee Road	6C	2016-006
Stewart Road	Pardee	1.6 km	South from Highway 597	6A	2016-006
Sturgeon Bay Road	Blake	16 km	East from Highway 61	5	2016-006
Tower Road	Blake	2.6 km	East from Blake Hall Road	6	2016-006
Turkey Trail Road	Scoble	0.9 km	East from Highway 608 and West Oliver Lake Road	6A	2016-007
Union School Road North	Scoble & Pearson	2.0 km	North from Highway 608, Boundary with Gillies	6	2016-008
Union School Road South	Pearson	5.3 km	South from Highway 608, Boundary with Gillies	6	2016-009
Valley Road East	Blake	1.8 km	East from Highway 61	6	2016-010
Valley Road East	Blake		Unmaintained	Unmaintained	No
Valley Road West	Blake	1.8 km	West from Highway 61	6A	2016-010
Walker Road North	Blake	2.9 km	North from Sturgeon Bay Road	6B	2016-010
Walker Road South	Blake	0.8 km	South from Sturgeon Bay Road	6A	2016-010
Walker Road South	Blake	1.3 km	South from 0.8 km past Sturgeon Bay Road	6C	2016-010
Wamsley Road	Pearson	11.4 km	West from Highway 597 to Highway 595	6	2016-010
West Oliver Lake Road	Scoble	3.2 km	North from Highway 608	5	2016-010
Willowdale ROAD	Scoble	1.3 km	West from East Oliver Lake	6	2016-010
Zebedee Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-010

APPENDIX "B" – MUNICIPAL HIGHWAYS

The following table lists the **Highways** within **Neebing** which are **Municipal Highways** as defined in this policy. **Municipal Highways** are listed by Maintenance Classification.

Name	Township	Approx Length	Description	Classification	Roads By-Law
Boundary Drive East	Blake	5.1 km	East from Highway 61	**5**	2016-006
Boundary Drive West	Scoble & Blake	6.4 kn	West from Highway 61, Boundary Road with Oliver-Paipoonge	**5**	2016-006
Cloud Bay Road South	Crooks	4.3 km	South from Jarvis Bay Road East	**5**	2016-006
Cloud Lake Road	Blake, Crooks & Pardee	11.7 km	West from Highway 61 to Highway 597 and Pardee Road	**5**	2016-006
Copper Cliff Road East	Blake	6.7 km	East from Highway 61	**5**	2016-006
East Oliver Lake Road	Scoble	6.8 km	North from Highway 608	**5**	2016-006
Memory Road	Crooks	7.5 km	East from Highway 61	**5**	2016-006
Sturgeon Bay Road	Blake	16 km	East from Highway 61	**5**	2016-006
West Oliver Lake Road	Scoble	3.2 km	North from Highway 608	**5**	2016-010
Jarvis Bay Road East	Crooks	3.6 km	East from Highway 61	**5 & 6**	2016-006
Albert Place	Crooks	0.125 km	South from Little Trout Bay Road	**6**	2016-006
Benjamin Place	Crooks	0.125 km	South from Little Trout Bay Road	**6**	2016-006
Blake Hall Road	Blake	1.5 km	East from Highway 61, then turns south	**6**	2016-006
Boy Scout Road	Blake	3.8 km	East from Highway 61,	**6**	2016-006
Brandl Road	Crooks	0.6 km	South from Larson Road	**6**	2016-006
Cameron Road	Pearson	1.1 km	East from Highway 597	**6**	2016-006
Candy Mountain Drive	Scoble	4.0 km	Northern Boundary Road with Oliver-Paipoonge	**6**	2016-006
Carlson Road North	Blake	1.2 km	North from Valley Road East	**6**	2016-006
Carlson Road South	Blake	0.3 km	South from Valley Road East	**6**	2016-006
Charles Place	Crooks	0.125 km	South from Little Trout Bay Road	**6**	2016-006
Chimo Road	Pearson	2.0 km	starts at Highway 608 within Gillies Township, travel south	**6**	2016-006
Cloud River Road East	Crooks	2.15 km	East from Highway 61	**6**	2016-006
Cloud River Road West	Crooks	3.35 km	West from Highway 61	**6**	2016-006
Cooper Road	Crooks	0.2 km	East from Little Trout Bay Road	**6**	2016-006
Cottage Drive East	Crooks	2.18 km	East from Cloud Bay Road South	**6**	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Cottage Drive West	Crooks	1.0 km	West from Cloud Bay Road South	6	2016-006
Falls Road	Blake	2.4 km	South from Boundary Drive East	6	2016-006
Farm Road	Blake	2.6 km	South from Boundary Drive East	6	2016-006
Griffis Road	Scoble	1.3 km	Southwesterly from East Oliver Lake Road	6	2016-006
Hill Top Road	Scoble	0.4 km	North from Highway 608	6	2016-006
Hunter Lane	Scoble	1.1 km	Northwesterly from Boundary Drive West and Oliver Creek Road	6	2016-006
Island Avenue	Blake	2.0 km	east-west direction from the terminus of Mink Mountain Drive	6	2016-006
Jarvis Bay Road West	Crooks	0.8 km	West from Highway 61 to Milne Road	6	2016-006
Kivela Road East	Pearson	0.8 km	East from Highway 595	6	2016-006
Kivela Road West	Pearson	1.6 km	West from Highway 595	6	2016-006
Klages Road	Scoble	2.0 km	West from Scoble Townline Road	6	2016-006
Lankinen Road	Pearson	1.0 km	Southeast from Highway 595	6	2016-006
Larson Road	Crooks & Pardee	7.5 km	Northwest from Highway 61	6	2016-006
Lesnick Road	Blake	1.6 lm	North from Copper Cliff Road	6	2016-006
Little Pigeon Bay Road	Crooks	4.15 km	East from Highway 61	6	2016-006
Little Trout Bay Road	Crooks	6.4 km	Southeast and then South from Highway 61	6	2016-006
Lloyd Johnson Drive	Crooks	1.4 km	Northeast from Little Pigeon Bay Road	6	2016-006
Lone Star Road	Scoble	1.5 km	South from Highway 608	6	2016-006
Mannisto Road	Pearson	4.9 km	West from Highway 597	6	2016-006
Margaret Street North	Blake	0.75 km	North from Sturgeon Bay Road	6	2016-006
Margaret Street South	Blake	2.4 km	South from Sturgeon Bay Road	6	2016-006
Mates Road	Scoble	0.8 km	West from Scoble Townline Road	6	2016-006
Matson Road	Pearson	1.6 km	South/southeast from Wamsley	6	2016-006
McCluskey Drive	Scoble	2.8 km	East from Oliver Creek Road	6	2016-006
Mighton Road	Pearson	1.8 km	West from Union School Road	6	2016-006
Milne Road	Crooks	1.0 km	North from Jarvis Bay Road	6	2016-006
Mink Mountain Drive	Blake	3.2 km	Southeast from Sturgeon Bay Road	6	2016-006
Moose Lodge Road	Pardee and Crooks	2.0 km	East from Pardee Road	6	2016-006
Oinonen Road	Pearson	0.8 km	South from ninety degree on Highway 595	6	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Old Border Road	Pardee	2.5 km	West from Highway 593	**6**	2016-006
Oleksuk Road	Blake	0.85 km	West from Highway 61	**6**	2016-006
Oliver Creek Road	Scoble	4.0 km	North from Hunters Lane and Boundary Road West	**6**	2016-006
Olsen Road	Pearson	0.8 km	West from Salo Road	**6**	2016-006
Podres Road East	Scoble	0.7 km	East from West Oliver Lake Rd	**6**	2016-006
Podres Road West	Scoble	1.8 km	West from West Oliver Lake Road	**6**	2016-006
Rabbit Mountain Road	Scoble	0.5 km	Westerly from Oliver Creek Road	**6**	2016-006
Salo Road	Pearson	5.0 km	Southwesterly from Wamsley Road	**6**	2016-006
Sand Hill Road	Crooks	0.5 km	Northwesterly from Highway 61	**6**	2016-006
Scoble Townline Road	Scoble & Blake	3.3 km total	South from Boundary Drive West to Highway 608	**6**	2016-006
Seed Road	Scoble	2.9 km	North from Highway 608	**6**	2016-006
South Bay Road	Scoble	2.0 km	South from Willowdale Drive	**6**	2016-006
Spruce Drive	Blake	0.8 km	South from Boundary Drive West	**6**	2016-006
Tower Road	Blake	2.6 km	East from Blake Hall Road	**6**	2016-006
Union School Road North	Scoble & Pearson	2.0 km	North from Highway 608, Boundary with Gillies	**6**	2016-008
Union School Road South	Pearson	5.3 km	South from Highway 608, Boundary with Gillies	**6**	2016-009
Valley Road East	Blake	1.8 km	East from Highway 61	**6**	2016-010
Wamsley Road	Pearson	11.4 km	West from Highway 597 to Highway 595	**6**	2016-010
Willowdale Drive	Scoble	1.3 km	West from East Oliver Lake	**6**	2016-010
Zebedee Place	Crooks	0.125 km	South from Little Trout Bay Road	**6**	2016-010
Pardee Road	Pardee	18.7 km	Southeast from Cloud Lake Road and Highway 597 to Highway 593	**6 & 6B**	2016-006
Belanger Road	Pardee	1.5 km	Off Highway 595	**6A**	2016-006
Copper Cliff Road West	Blake	0.5 km	West from Highway 61	**6A**	2016-006
Cottonwood Road	Blake	0.4 km	East from Highway 61	**6A**	2016-006
Flank Road East	Pearson	1.5 km	East from Highway 597	**6A**	2016-006
Flank Road West	Pearson	0.8 km	West from Highway 597	**6A**	2016-006
Kotala Road	Pearson	2.7 km	West from Highway 595, Part forms a boundary with Fraleigh	**6A**	2016-006
Lex Road	Pardee	0.2 km	West from Highway 597	**6A**	2016-006
Loukala Road	Pearson	1.0 km	North from Highway 595	**6A**	2016-006
Nicolson Road	Pearson	0.6 km	South from Highway 597	**6A**	2016-006
Pearson Road	Pearson/Scoble boundary	0.8 km	East from Union School Road South	**6A**	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Savoie Road	Crooks	0.5 km	North from Larson Road	**6A**	2016-006
Stewart Road	Pardee	1.6 km	South from Highway 597	**6A**	2016-006
Turkey Trail Road	Scoble	0.9 km	East from Highway 608 and West Oliver Lake Road	**6A**	2016-007
Valley Road West	Blake	1.8 km	West from Highway 61	**6A**	2016-010
Walker Road South	Blake	0.8 km	South from Sturgeon Bay Road	**6A**	2016-010
Coulson Road	Pardee	1.0 km	South from Highway 595	**6A**	2016-006
Anderson Road	Crooks	.6 km	Southeasterly from Highway 61	**6B**	2016-006
Gammond Road	Blake	1.0 km	South from Sturgeon Bay Road	**6B**	2016-006
Lake Lenore Road	Crooks & Pardee	2.8 km	Southwest from Highway 61	**6B**	2016-006
Lautsch Road	Pardee	1.6 km	West from Pardee Road	**6B**	2016-006
Walker Road North	Blake	2.9 km	North from Sturgeon Bay	**6B**	2016-010
Coulson Road	Pardee	2.0 km	South from the 1 km mark	**6C**	2016-006
Lake Lenore Road	Crooks & Pardee	0.5 km	Hill up to Lake	**6C**	2016-006
Pit Road	Blake	0.8 km	South from Sturgeon Bay Road	**6C**	2016-006
Ponderosa Road	Pardee	1.0 km	Northeast from Highway 597	**6C**	2016-006
Stajkowski Road	Pardee	0.3 km	West from Pardee Road	**6C**	2016-006
Walker Road South	Blake	1.3 km	South from 0.8 km past Sturgeon Bay Road	**6C**	2016-010
Jarvis Bay Road West	Crooks		Unmaintained – beyond Milne Road	**Unmaintained**	2016-006
John's Place	Scoble	0.3 km	from Willowdale Road	**Unmaintained**	2020-023
Mannisto Road	Pearson		East from Highway 597	**Unmaintained**	2016-006
Milne Road	Crooks		From end of Maintained portion	**Unmaintained**	No
Pete's Place	Scoble	0.4 km	West from Willowdale	**Unmaintained**	2020-023
Savoie Road	Crooks		Unmaintained from end of travelled road	**Unmaintained**	2016-006
Valley Road East	Blake		Unmaintained	**Unmaintained**	No
Cloud Bay Road North	Crooks	0.4 km	North from Jarvis Bay Road East	**Unmaintained**	2016-006
Copper Cliff Road East	Blake	0.4 km	Unmaintained	**Unmaintained**	No
Nicolson Road	Pearson		From end of Maintained portion	**Unmaintained**	No