

**THE CORPORATION OF THE TOWNSHIP OF CENTRAL MANITOULIN**

**BY-LAW #98- 42 .**

**BEING A BY-LAW TO SET MINIMUM  
ROAD MAINTENANCE STANDARDS  
FOR THE TOWNSHIP OF  
CENTRAL MANITOULIN**

WHEREAS the Corporation of the Township of Central Manitoulin desires to establish minimum road maintenance standards for municipal roads;

AND WHEREAS the Municipal Act, R.S.O. 1990, Chapter 302, Section 104, allows every Council to pass by-laws and regulations for the health, safety, morality and welfare of the inhabitants of the Municipality;

NOW THEREFORE the Council of the Corporation of the Township of Central Manitoulin enacts as follows:

1. THAT the Council of the Township of Central Manitoulin adopts the minimum road maintenance standards hereto attached as Schedule "A" and Schedule "B";
2. That this by-law comes into force and takes effect on the date of its final passing by the Council of the Township of Central Manitoulin.

READ A FIRST, SECOND AND FINAL TIME THIS            DAY OF DECEMBER, 1998.

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
Clerk

**SCHEDULE "B"**

## **BY-LAW # 98-42**

### **ROAD PATROL**

This is an activity that can be done by the road superintendent or by someone left in charge by the road superintendent or Council.

This activity consists of monitoring drainage systems, road surface quality and all signs, as well as any other visual problems as the road superintendent might observe.

There should also be a log kept of patrols and unusual situations.

Plow equipment and sander is to be ready for use by the 1st week of November.

The roads will be categorized into distinct classes, I.E.

1. Main Roads or Priority Roads - Patrolled every week

2. Low Volume Roads - Patrolled on a monthly basis.

In an emergency situation, I.E. at the request of the O.P.P. or fire department, or Council as a whole, roads not maintained and/or serviced in winter, may be opened by the road superintendent if possible.

### **DEFINITIONS**

#### **CULVERTS A-1:**

Culvert Cleaning involves both the cleaning and inspection of culverts when necessary to eliminate sediment build up and rubble. It also lets you see if the joint in the culvert is O.K. and if culvert is deteriorating in any way.

#### **GRASS MOWING:**

Grass mowing is done using sickle bar mowers, flail mowers and rotary mowers. Depending upon the municipality's level of service grass cutting is usually done once a year, to improve visibility at intersections and along roadways.

#### **BRUSHING:**

This activity usually involves man power or rotary mower along roadsides when brush has grown in to close to edge of road, on corners or intersections where visibility is a problem, on roadsides where snowdrifting is created by obstructions, along ditch lines where the brush tends to hold the flow of water back.

#### **DITCHING B-3:**

This activity refers to both grader and hydraulic backhoe ditching. Grader ditching may be done where there are not excessive amounts of material created by ditching, otherwise it is necessary to use a hydraulic backhoe to ditch and load into trucks and haul away. Ditching is mainly done so as to have a good drainage of the road base or to clean back so as to have room for the pushing back of snow in the winter.

#### **BITUMINOUS PATCHING C-1:**

This activity is to prevent the surface of the road from breaking up or becoming full of pot holes. Usually a majority of this work is done after spring break up.

GRAVEL GRADING D-2:

This activity is done using the road grader to maintain gravel road surfaces. The frequency of grading depends upon the condition of the road. Generally, you never grade a road in hot dry weather because you will lose calcium chloride.

DUST CONTROL D-3:

Dust suppressants, usually calcium chloride, are used on gravel roads to control dust and loss of fines from the gravel. Application generally occurs shortly after gravel resurfacing or sometime in the month of June.

SNOWPLOWING E-1:

This activity involves the plowing of snow with either the truck or grader. The extent of snow plowing will depend upon the adopted levels of service of the municipality.

GRAVEL RESURFACING:

This activity should generally be undertaken every other year on loose top roads. Extra heavy applications should be considered where large areas of pit run appears. Normal application is 254 cubic metres/road kilometre.

SANDING AND SPREADING:

This activity involves the spreading of sand/salt mixtures. Spreading is done using mechanical spreaders of the dump or hopper type. The extent of sanding depends upon the municipality's level of service.

TREE REMOVAL OR TRIMMING:

This activity can involve specialized equipment when overhead wires are involved. Frequently Ontario Hydro will remove trees at no expense to the road authority.

GRUBBING:

This activity usually involves the removal of boulders and tree stumps from the road allowance and when not associated with construction, is generally to improve visibility or eliminate snow problems. This activity usually involves a bull dozer, loader and trucks.