



# THE CORPORATION OF THE TOWN OF COBOURG

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File No. ....

## **Winter Maintenance Level of Service Policy**

The level of service varies in accordance with the role that a street plays in the total transportation system. All streets have been classified into three categories.

### **Class 1: Arterial Streets**

Class 1 (arterial) streets are those major routes which carry large volumes of traffic between the areas of traffic generators and also connect to the County and King's highway. It also includes emergency routes such as fire and hospital routes. These streets will be cleared first and the bare pavement restored as soon as possible. Every effort will be made to ensure that the maximum snow accumulation at any time will not exceed 5cm. The amount of salt and the rate of application is to be controlled so as to produce a bare pavement condition as soon as possible.

### **Class 2: Collector Streets**

Class 2 (collector) streets are those routes that typically carry less traffic than arterial roads. It also includes bus routes. Typically these streets connect Class 1 streets to Class 3 streets. These streets will be cleared after Class 1 streets have met their criteria. Every effort will be made to ensure that maximum allowable snow accumulation will not exceed 8cm. The amount of salt and the application rate is to be controlled so as to produce a centre bare pavement condition.

### **Class 3: Local Streets**

Class 3 (local residential) streets are those streets that are characterized by vehicles going to and from specific addresses. Typically volumes are below 1,500 vehicles per day. These streets may be residential, commercial or industrial, depending on the predominant use of adjacent land. These streets are cleared after Classes 1 and 2 have met their criteria. Every effort will be made to ensure that snow accumulation does not exceed 15cm. Generally these streets are not cleared until after the storm has ended and during normal working hours. The amount of salt is to be sufficient to prevent the formation of ice at intersections. The application of salt shall be limited to daylight hours when the temperatures and traffic volumes are high enough to make the application of salt practical.

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