



PUBLIC WORKS DEPARTMENT – FLEET, PARKS & TRANSPORTATION BUSINESS UNITS

WINTER CONTROL

REFERENCE GUIDE 8.2

Published November 2025



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Announcements, maps, contact
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www.newtecumseth.ca



Track Your Plow

[https://www.newtecumseth.ca/en/living
-in-our-community/track-your-
plow.aspx](https://www.newtecumseth.ca/en/living-in-our-community/track-your-plow.aspx)

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Section 1: Introduction

1.0 Introduction

This document outlines The Town of New Tecumseth Parks and Transportation Business Unit's operating practices used throughout the winter season. These practices include how we perform winter maintenance, where we perform winter maintenance, what happens when the Town is impacted by winter weather, and other items relating to the above operations including material handling/storage, fleet maintenance, and resident concerns.

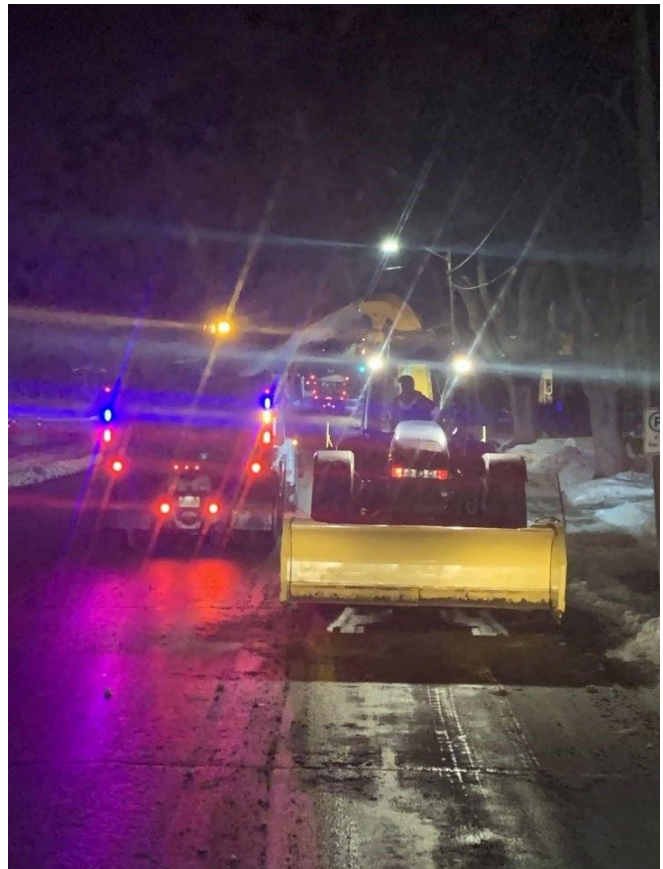


Section 2: Town Standards

2.0 The Town Standard

As per report PW-2007-06 dated May 7, 2007, “Minimum Maintenance Standards in the Town of New Tecumseth”, Council adopted Ontario Regulation 239/02 ‘Minimum Maintenance Standards for Municipal Highways’ as The Town Standard including Amendment Ontario Regulation 366/18. This regulation defines road segment classifications and standards of care required for 14 services delivered within the defined classifications. Among other things, these defined standards for services include both winter and summer road maintenance activities. It is the intent of the regulation to provide a defence of due diligence when the standards are adhered to and properly documented.

The Town strives to meet or exceed The Town Standard for winter maintenance in all circumstances; however, it may become necessary to depart from the standard due to unusual circumstances and severe winter storm events.



2.1 Applying the Town Standard

As outlined above, the maintenance standards are the minimum an adopting municipality must do to be compliant and prove due diligence. As municipalities have many different working environments including urban, semi-urban and rural, the standards are applied based on Road Classification.

Road Classifications in The Town Standard are defined by Road Segment based on the speed limit and the Average Annual Daily Traffic (AADT) count within the Road Segment. The Town of New Tecumseth is comprised of five of the six road classifications (numbered 2 through 6) outlined within Ontario Regulation 239/02 due to the unique mix of urban and rural roadside environments. Class 1 highways will have the highest Level of Service, whereas Class 6 highways will have the lowest Level of Service. The majority of the Town's roads are in the Class 3, 4, and 5 levels, as outlined in the attached map (Appendix C) and the table below:

Table 1 - Kilometer Lengths per Classification

Road Classification	¹ Length of Road (centreline kilometres)
1	0.00
2	3.46
3	92.22
4	171.94
5	102.51
6	2.93
Total	370.06

2.2 Level of Service

The Level of Service provided to the Town of New Tecumseth is entirely defined by the adopted and approved Ontario Regulation 239/02, also known as The Town Standard. This standard defines how often the Town will patrol the roadways and walkways, the frequency of plowing, material application, and snow removal within walkways, roadways, and parking lots based on accumulated snow depth and time, and how the Town will manage these activities. A summary of the Level of Service based on Road Classification is outlined below in Table 2:

¹ 2018 Roads Needs Study Update, R.J. Burnside & Associates Limited, April 2019.

Table 2 - Level of Service - Winter Control

Road Classification	Accumulated Depth	Service Time at Accumulated Depths ²	Regular Patrolling Frequency ²³
1	2.5 cm	4 hours	3 times every 7 days
2	5 cm	6 hours	2 times every 7 days
3	8 cm	12 hours	Once every 7 days
4	8 cm	16 hours	Once every 14 Days
5	10 cm	24 hours	Once every 30 days
6	-	-	-

The Town maintains several municipal parking lots in the communities of Alliston, Beeton and Tottenham as listed in Tables 3, 4, and 5 below, for a total area of 73,027 m²:

Table 3 – Parking Lot Locations - Alliston

Location	Town Business Unit Assigned for Maintenance	Parking Area	Area
36 Dominion Street (East of Church Street North)	Roads (Depot 1)	P-A1	1,262 m ⁴
Dominion Street (West side of 20 Church Street North)	Roads (Depot 1)	P-A2	724 m ²
Dominion Street (Between Paris Street and Mill Street)	Roads (Depot 1)	P-A3	4,221 m ²
4 Elizabeth Street	Roads (Depot 1)	P-A4	496 m ²
Wellington Street West (Beside 36 Wellington Street West)	Roads (Depot 1)	P-A5	4,275 m ²
Wellington Street East (West side of Centre Street)	Roads (Depot 1)	P-A7	4,276 m ²

² Patrolling is at heightened intervals deemed necessary during a high probability of weather. Patrolling can be completed by use of 'Representative Highways' defined in O/Reg. 239/02.

³ The Parks Business Unit maintains this area. The Roads Business Unit will assist with excess snow or material applications as requested by the Parks Business Unit.

⁴ The Service Time (column 3) indicates the maximum time allowance to clear the accumulated snow below the depth in column 2.

Location	Town Business Unit Assigned for Maintenance	Parking Area	Area
Fire Hall 1 (130 Church Street South)	Parks ⁴	P-A8	1,362 m ²
Town Hall South Lot (24 Tupper Street West)	Parks ⁴	P-A9	2,158 m ²
Town Hall East Lot (24 Tupper Street West)	Parks ⁴	P-A10	1,327 m ²
New Tecumseth Recreation Centre (7300 Industrial Parkway)	Parks ⁴	Not Assigned	20,399 m ²
Alliston Memorial Arena (49 Nelson Street West)	Contractor	Not Assigned	5,477 m ²
Library (19 Victoria Street East)	Contractor	Not Assigned	185 m ²
Museum (230 Fletcher Crescent)	Contractor	Not Assigned	440 m ²
Riverdale Parking Lot (237 Fletcher Crescent)	Contractor	Not Assigned	630 m ²
Banting Homestead (5116 Sir Fredrick Banting Road)	Parks ⁴	Not Assigned	3195 m ²
Hillcrest Dog Park (41 Cowen Avenue)	Parks ⁴	Not Assigned	85 m ²

Table 4 - Parking Lot Locations - Beeton

Location	Town Business Unit Assigned for Maintenance	Parking Area	Area
Arena/Library (22 Second Street)	Parks ⁴	P-B1	2,350 m ²
Fire Hall 2 (130 Prospect Street)	Parks ⁴	P-B2	1,260 m ²
Joint Operations Center (6558 8 th Line)	Parks ⁴	Not Assigned	5454 m ²
Beeton Community Park	Parks ⁴	Not Assigned	1400 m ²

Table 5 - Parking Lot Locations - Tottenham

Location	Town Business Unit Assigned for Maintenance	Parking Area	Area
Mill Street West Parking Lot (4 Queen Street North & 14 Mill Street West)	Roads (Depot 3) TBD	P-T1	1,008 m ²
Fire Hall 3 (44 Mill Street East)	Parks ⁴	P-T2	1,430 m ²
Mill Street East Parking Lot (42 Mill Street East)	Parks ⁴	P-T3	604 m ²
Tottenham Community & Fitness Center (139 Queen Street North)	Parks ⁴	Not Assigned	7025 m ²
Commercial Building (18 Queen Street North)	Parks ⁴	Not Assigned	433 m ²

Table 6 – Parking Lot Locations - Rural

Location	Town Business Unit Assigned for Maintenance	Parking Area	Area
11 th Line East of Sideroad 10 (Trans-Canada Trail)	Parks ⁴	Not Assigned	785 m ²
13 th Line East of Sideroad 15 (Trans-Canada Trail)	Parks ⁴	Not Assigned	766 m ²



In addition to the Town's robust Winter Control plan, key elements will be reviewed throughout the winter including staffing requirements, fleet allocation, route coverage, operational procedures and standards, and material usage to ensure best practices and Levels of Service are being met. The winter maintenance period is a twenty-six (26) week period spanning from November 1st to April 30th of each year.

Section 3: Work Planning

3.0 Pre-Season

A pre-season review will be performed on all fleet, materials, routes, and facilities before the beginning of the winter season to ensure proper preparedness for any event. Fleet preparations are in-line with the Fleet Management Policy and ensure winter readiness. Material delivery and route planning take place throughout the summer to allow adequate time for deliveries and changes to mapping. Facilities reviews include HVAC services, garage door services, and a fulsome health and safety review prior to Winter.

3.1 Route Planning

Routes are created using a variety of tools and with consideration of priorities within the industry, including Ontario Regulation 239/02 Road Classifications, emergency routes, optimized re-fill locations (proximity to Depot locations), overall length, and road surface type. Generally, once a route is created it is plowed, salted and/or sanded based on the road priority as defined in the route maps (Appendices E through H).

Priority roads within the routes were determined by proximity and/or direct line to the hospital, emergency vehicle routes and fire stations, traffic volumes, steep hills, connectivity of road network, and staff knowledge on difficult maintenance areas. Once these priority roads have been cleared, secondary road segments within each route will follow. It is the intent and expectation that all road segments be maintained inline with The Town Standard and Table 2, however in some cases, including evenings, weekends and extreme events, decisions will be made to maintain priority roads at a higher standard than secondary roads.



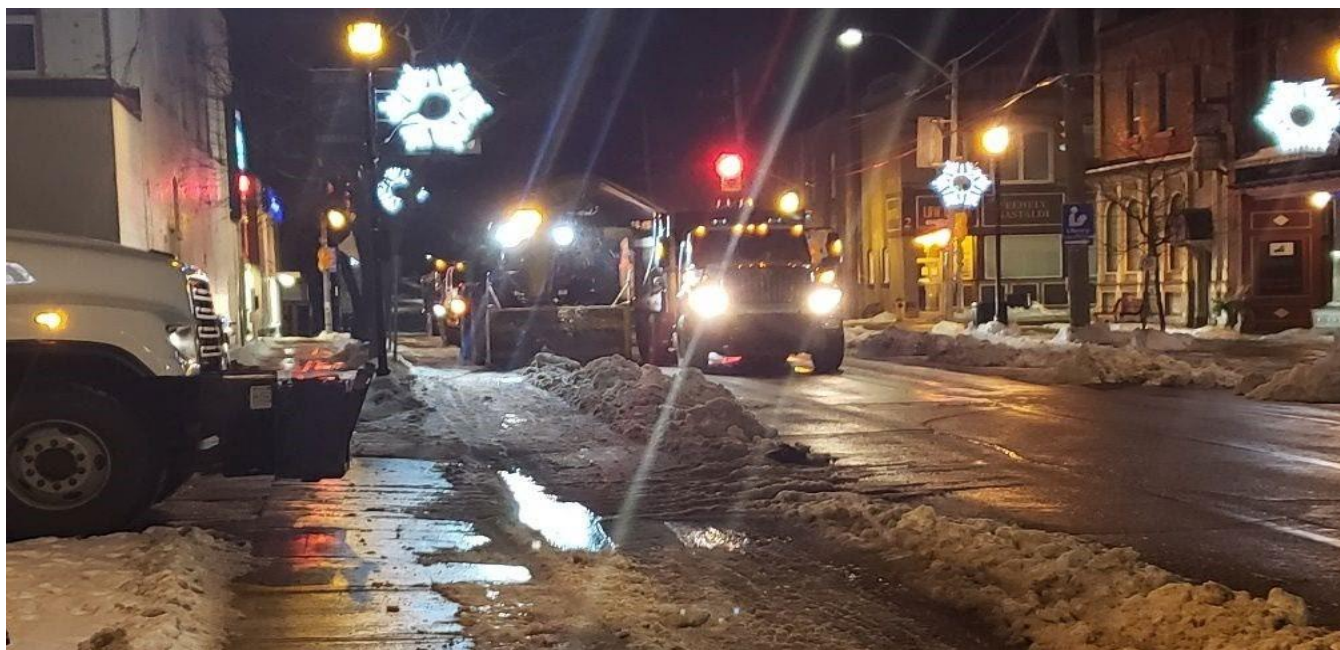
3.2 Work Location

The Town of New Tecumseth maintains municipal roads, sidewalks, and municipal parking lots. As detailed in the 2018 Roads Needs Study, the maintained road network consists of 370.06 centerline kilometres of road (740.12 single-lane kilometres). A total of 73.81 centerline kilometres (20%) is gravel. A breakdown of Roadside Environment is outlined below:

Table 7 - Roadside Environment Centerline Kilometres

Roadside Environment ⁵	⁵ Total Centerline Kilometres
Urban ⁶	109.06
Semi Urban ⁷	28.31
Rural ⁸	235.69

Since the last roads needs study update, the Town has added approximately 15.7 new centerline kilometers of road (25.4 single-lane kilometres) to its asset inventory. The maintained sidewalk network includes approximately 123 linear kilometres within the three urban areas. The adopted Town Standard has a minimum level of service requirement for winter control of sidewalks as identified in Ontario Regulation 366/18.



⁵ Roads Needs Study Update, R.J. Burnside & Associates Limited, April 2019.

⁶ Urban: Curb, Gutter, Storm Sewer.

⁷ Semi Urban: Built-up Areas, No Curb/Gutter/Storm Sewer.

⁸ Rural: Open Ditch, Culvert Drainage, Outside Built-up Areas.

3.3 Materials

The Town of New Tecumseth uses both sand and salt for snow and ice control throughout the Town during the Winter Period. Winter Sand is a mixture of nine (9) parts screened sand to one (1) part pure salt (a 9:1 mixture prepared during stockpiling).

The location, route, road classification and, roadside environment all factor into whether sand or salt is used as the primary material for that route. In general, salt will be used in all urban and semi-urban environments whereas Winter Sand will be used in rural environments.

However, on the following rural roads, salt will be used when the road temperature is above -10 degrees Celsius.



1. Adjala-Tosorontio Townline, between County Road 1 and Industrial Parkway,
2. Sideroad 10, between Highway 9 and Highway 89 – Salt Application on 2nd round if required
3. Sideroad 15, between Highway 9 and 11th Line. – Salt Application on 2nd round if required

When temperatures fall below -10 degrees Celsius, Winter Sand will be used on these rural roads.

Salt is used on all sidewalks within Alliston, Tottenham, and Beeton. Salt will only be used when the road temperature is above -15 degrees Celsius, the point at which salt will not melt snow.

The Town utilizes salt in urban and semi-urban environments. This management practice is implemented to mimic comparator municipalities and to fall in-line with conservation-based studies (LSRCA) concerned with sediment (sand) in waterways.

In conditions below -15 degrees Celsius, Winter Sand will be used on all routes as an abrasive.

3.4 Roads Depots & Parks Headquarters

Alliston:

The Alliston Depot is located at 6375 14th Line, east of County Road 10. It was placed into operation in January of 2009. The salt storage structure has a capacity of 3,000 tonnes and the separate sand storage structure has a capacity of 2,000 tonnes. The Alliston Depot maintains urban and semi-urban roads in Alliston, as well as sidewalks and parking lots.



Beeton:

The Beeton Depot is located at 5917 7th Line, east of County Road 10. This depot has a sand capacity of approximately 16,000 tonnes. The Beeton Depot maintains all rural roads throughout the municipality.



Tottenham:

The Tottenham Depot is located at 2 Industrial Road, west of Tottenham Road. This depot has a salt capacity of 1,600 tonnes. The Tottenham Depot maintains all urban and semi-urban environments in the community of Tottenham and Beeton.



Joint Operations Center:

The Joint Operations Center (JOC) is located at 6558 8th Line, Beeton. The JOC is the Headquarters for our Parks Department. The JOC houses all bagged salt used for maintenance of the facilities.



Section 4: Operating Procedures

4.0 Procedures for Winter Events

Based on local and provincial weather monitoring and paired with the Winter Patrol required as part of The Town Standard, a patroller or supervisor will determine the need for Winter Maintenance Activities to begin. Winter Maintenance Activities can include preventative maintenance, pre-treating of roads, plowing, salting, sanding, clean-up, and/or spot treatments where drifting occurs.

4.1 Hours of Work

The Town of New Tecumseth Parks and Transportation Business Units monitors and operates on a 24-hour shift from November 1 until April 30 and all shifts are subject to change. The Town currently operates six (6) unique shifts, outlined below:



Day Shift (Patrol/Roads/Sidewalks/Parking Lots):

The Day Shift will begin at 7:00 a.m. and work until 3:30 p.m., five (5) days a week, Monday through Friday. During an event, Operators will be called in at 4:00 a.m. and will be able to work for thirteen (13) hours until 5:00 p.m. under the limitations outlined in Section 4.2 'Hours of Work Limitations'.



Afternoon Shift (Patrol/Roads/Parking Lots):

The Afternoon Shift will work from 3:30 p.m. until 12:00 a.m., five (5) days a week, Monday through Friday. This smaller shift provides patrolling and continued roadway maintenance. During an event, this shift will ensure priority road segments are maintained.



Weekend Shift (Patrol/Roads/Parking Lots):

The Weekend Shift will consist of staggered Operator coverage from 6:00 a.m. until 10:30 p.m. This shift provides weekend patrolling.



Night Patrol Shifts (Patrol/Roads Parking Lots):

The Night Patrol Shift will work from 10:00 p.m. until 6:30 a.m. seven (7) days per week. This shift provides patrolling and maintenance on priority road segments.



Sidewalk Shift (Patrol/Sidewalks/Parking Lots):

The Sidewalk Shift will work from 5:00 a.m. until 1:30 p.m., five (5) days a week, Monday through Friday. This shift will be called in on weekends as required. During an event outside regular working hours (Day Shift), Operators will be called to assist with Road Maintenance on a seniority basis.

In general, winter operations continue until all roads have had at a minimum one winter maintenance pass or as many passes as may be needed to provide a safe traveling surface (minimum level of service as described in Table 2).

If a storm event continues into the evening, operations will be halted once the operators have reached their maximum hours of operations as per Section 4.2 'Hours of Work Limitations'.

4.2 Hours of Work Limitations

The Town of New Tecumseth is a commercial operator and therefore must abide by Ontario Regulation 555/06 'Hours of Service'.

In summary, the Regulation outlines:

- After having been off duty for at least 8 consecutive hours, a driver shall not accumulate more than thirteen hours driving time.
- A driver shall take at least 10 hours of off-duty time in a day (eight must be consecutive).
- As soon as a driver has accumulated 14 hours on-duty time, they shall go off-duty for at 8 consecutive hours before driving again.
- A driver shall not drive unless the driver has taken at least 24 consecutive hours of off duty time in the preceding 14 days, once 70 hours has been exceeded.
- An operator may end a driver's 7-day cycle and designate a new 7-day cycle for the driver if the driver takes at least 36 consecutive hours of off-duty time before starting the new cycle.

As a note, in extreme cases, exemptions to the 'Hours of Service' regulation are allowable in a situation that 'constitutes an imminent danger, though not one of major proportions to life, property or the environment, whether caused by forces of nature, an accident, an intentional act or otherwise.'

4.3 Routine Winter Patrols

Routine Winter Patrols are performed based on Best Practice to meet The Town Standard. This Patrol maintains the level of service as outlined in Table 2. Representative roads are selected by considering wind direction, historical storm directions, hills, curves, shaded locations, surface condition (asphalt, gravel, surface treated), sub-surface conditions (bridges, culverts, underground utilities), and road classifications. Roads adjacent to a representative road are deemed to be in a similar condition as the representative section. These representative roads are then patrolled to check for conditions that provide the operator the necessary information for deploying resources to deal with the event. The winter patrol route is mapped and distributed to staff at the pre-season staff meeting.

4.4 Winter Operations Specifics

Route maps for each unit assigned to Depot 1, 2 and 3 described below can be found in Appendices E through H. Priority Road segments are cleared first, followed by secondary road segments. Every attempt will be made to ensure the minimum level of service, as described in Table 2.2, is met. Sidewalk routes are prioritized by high-traffic (urban) sections first, followed by school zones and then residential sections.

A summary of the winter maintenance equipment at each Depot is provided below. All single and tandem axle trucks are equipped with Rexroth Compu-Spread electronic spreader controls. No Town vehicles are currently equipped with pre-wetting equipment or liquid anti icing equipment.



Depot 1:

- 5 Single Axle Units
- 1 Tandem Axle Unit
- 1 Tractor
- 3 Outsourced Road-Clearing Service Units
- 5 Sidewalk Machines
- 1 Sidewalk Salt Delivery One-Ton Truck



Depot 2:

- 5 Tandem Axle Units
- 2 Sidewalk Machines



Depot 3:

- 3 Single Axle Units
- 2 Outsourced Road-Clearing Service Unit
- 2 Sidewalk Machines

4.5 Snow Removal and Storage

Removal of snowbanks in the downtown cores, cul-de-sacs, and parking lots is carried out when snow storage space is limited and potentially will become a hazard to the public. Typically, snow removal is scheduled once snowbanks have reached 30 cm. Some removals occur prior to 30 cm build-up where road encroachment is an issue (around parking stalls). These operations are usually carried out overnight to reduce traffic impacts. Timely removal of snow can be impacted or affected by HOS compliance.

Snow is stored at Town owned storage locations, as outlined in the table below and mapped in Appendix I.

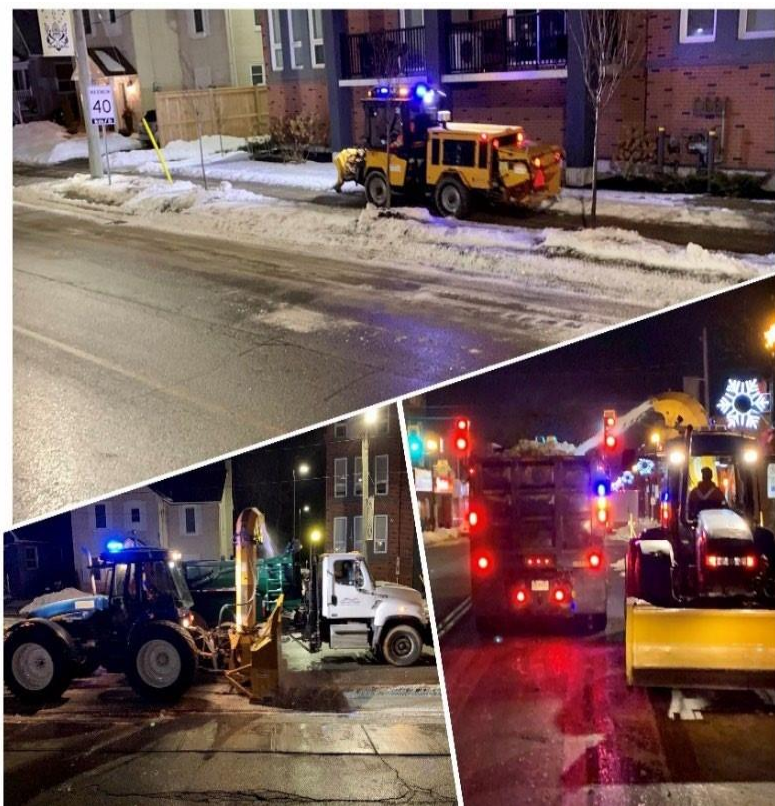


Table 8 - Snow Storage Locations

Community	Location
Alliston	Ellis Street (East End)
Alliston	Depot 1
Beeton	Depot 2
Tottenham	6830 4 th Line TWWTP

Section 5: Winter Operation Impacts

5.0 Grass and Boulevard Reinstatement

The grass and boulevard reinstatement is a level of service that the Town provides to vegetative areas adjacent to the roads and sidewalks that have been damaged as a result of winter maintenance activities.

Definitions:

- **Boulevard:**
The area of grass between the curb and property line within the Town right-of-way.
- **Damage:**
Grass that has been physically damaged (moved or rolled) by a sidewalk machines or snowplows, exposing the underlying soil.
- **Winter Kill:**
Areas of grass that have been affected by cold weather and the application of sand and salt.

Restoration Works:

Areas of the boulevard that have been physically damaged during winter maintenance activities are to be reinstated using topsoil and seed which are to be supplied and placed by the Town. The abutting property owner is requested to maintain and care for the boulevard to allow the grass to establish.



In areas where the boulevard has been impacted by winter kill, restorations are not carried out by the Town. Abutting property owners may, at their discretion, take steps to maintain the grass within the boulevard.

In areas where the boulevards have excessive sand as determined by the Supervisor, Operations – Parks and Transportation, the excess material is to be removed, and the area reinstated using topsoil and seed. The abutting property owner is requested to maintain and care for the boulevard to allow the grass to establish.

Where there is other maintenance work required other than those listed above, the decision with respect to what reinstatement is to be completed will be made by the Manager of Roads and Fleet, or his designate, considering the original condition of the boulevard and the available resources.

5.1 Mailboxes in the Right-of-Way

During winter maintenance operations mailboxes in the right of way are prone to damage due to their proximity to the travelled portion of the road. Public Works makes every effort to not damage these items.

If a call is received concerning a mailbox, Public Works Administration will refer the location, name, and contact information regarding the damage complaint to the Supervisor, Operations - Roads for investigation. The Supervisor will assess and attempt to determine if plow impact occurred and the type of repair or replacement to be conducted.

In general, if a mailbox and/or post is damaged by snow or the impact of the snow load from plowing operations, or improper mailbox location, the Town is not negligent and therefore not responsible for the repair/replacement. However, if the Town's equipment (plow or wing) impacts the mailbox and/or post, the Town will assume responsibility.



If the mailbox can be repaired, the Town will repair the mailbox. If the mailbox is not repairable then the mailbox will be replaced with a standard mailbox.

Above is an example of a standard mailbox that is purchased and installed by Town forces to replace a mailbox that has been damaged by a Town vehicle.

5.2 Driveway/Laneway Windrow

A snow windrow is the pile of snow that accumulates at the end of the driveway when the road is plowed.

During winter maintenance, plow equipment has limited control over the amount of snow and direction of snow that comes off the plow and into driveways.

The windrow snow is the responsibility of the resident/property owner to remove. When clearing the end of the driveway, it is recommended the snow be piled on the right side (when standing in the driveway and looking towards the street). This helps reduce the amount of snow that is pushed onto the driveway when a snowplow passes.



Section 6: Weather Monitoring

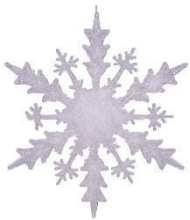
6.0 Weather Monitoring

Weather monitoring is conducted through a multi-layered weather monitoring practice. The monitoring practice is reviewed annually with Supervisory Staff, Senior Staff, Patrollers, and Night Operators as part of the pre-season checklist.

Supervisory Staff, Senior Staff, and Night Patrol Operators routinely monitor the available forecast information including current conditions and extreme weather warnings. Access to the web-based forecast sites is provided to staff through desktop computers at each Depot and laptop computers carried in road patrol vehicles. The forecast is posted at the respective Depot to communicate the weather information to operational staff. The forecast information is again reviewed prior to the end of each regular shift and posted at the respective Depot. The weather information is passed on to the On-Call Operator to aid in determining the appropriate timeframe to conduct a road patrol, should the forecast warrant. The weather is monitored with use of the following forecast tools:



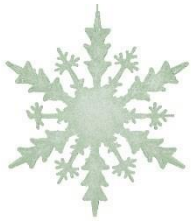
Weather Network Website: The Borden/Egbert forecast stations, and the King City radar station are the primary forecast locations utilized for the New Tecumseth area. The website provides hourly forecasting for 24 hours. In addition to forecast information, the website provides historical precipitation and temperature utilizing the Egbert station.



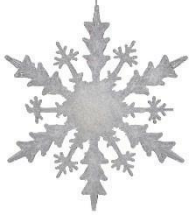
Environment Canada: The forecasting information from the website provides general weather information. The site is utilized as a secondary source for forecasting information. The King City forecast (radar) station is the direct source for the New Tecumseth area, which provides precipitation forecast for approximately 5 hours.



Accu-Weather Application: Supervisory and Senior Operators utilize Smartphone Technology deploying the Accu-Weather application that provides daily weather forecast information. The application provides hazardous condition and extreme weather warnings for the New Tecumseth area.



Weather Underground: Supervisory and Senior Operators utilize Smartphone Technology and use the Weather Underground application that provides daily weather forecast information. The application provides hazardous condition and extreme weather warnings for the New Tecumseth area.



Local Radio and Television: Supervisory and Senior Operators utilize local radio and TV stations to monitor the weather forecast information.

*Current service level for snow removal and grit application does not include micro-climate forecasting required for anti-icing operations.

Section 7: Communication

7.0 Track Your Plow

“Track Your Plow” is a web application that provides New Tecumseth residents with information during a winter event. The map will show an image of a plow at its latest location when it is actively deployed and is plowing or spreading material. The map also shows by default the previous 8 hours of activity, by highlighting the route as follows:

1. **Green trail:**
Cleared within the last 8 hours.
2. **Yellow trail:**
Cleared within the last 8 to 16 hours.
3. **Orange trail:**
Cleared within the last 16 to 24 hours.



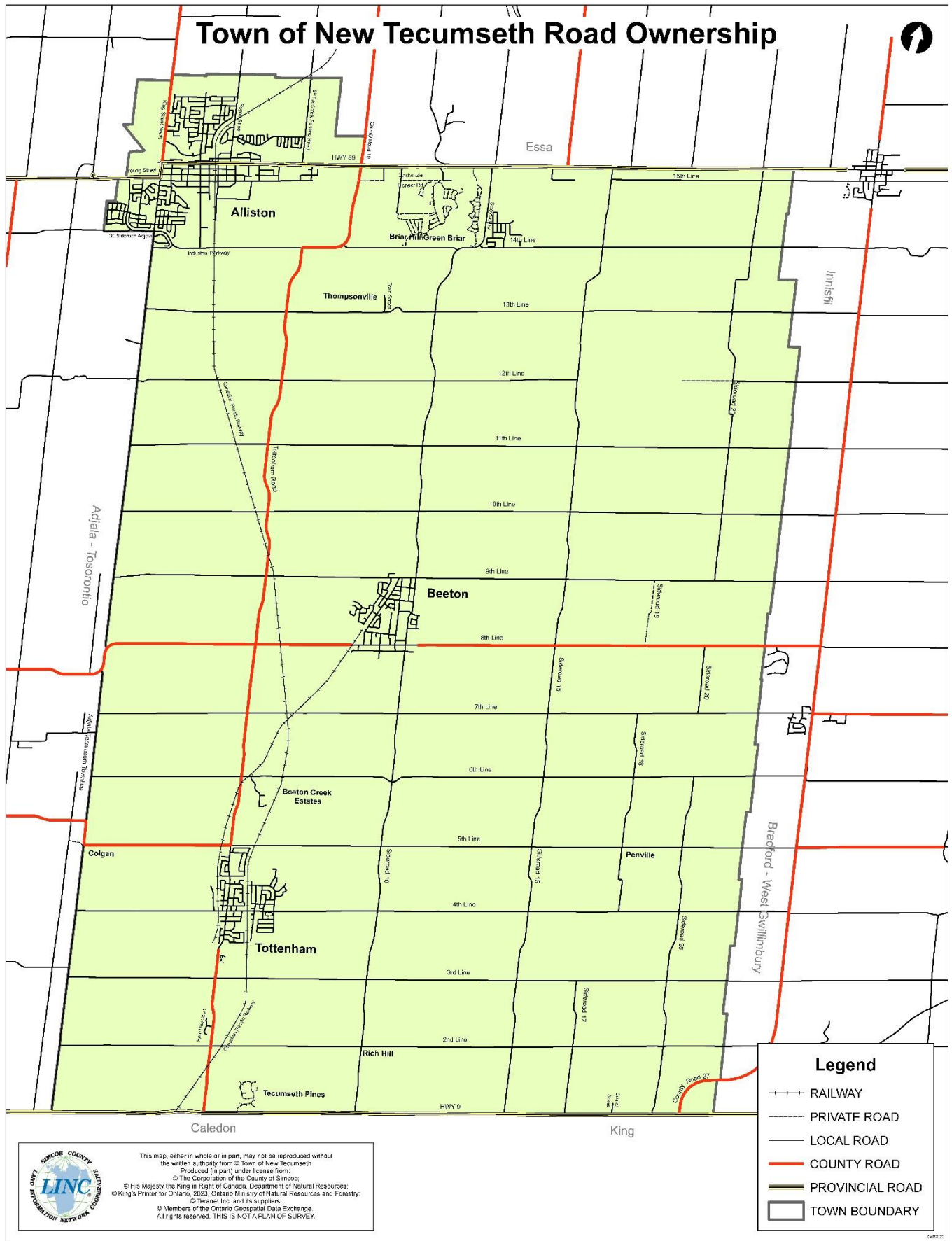
A search address feature is also available; an address may be entered, and the map will zoom to a specific location.

This Track Your Plow service is available 24 hours a day, 7 days a week, and updated automatically to provide residents with up-to-date information.

Residents are encouraged to review this information on a regular basis. The site can be found

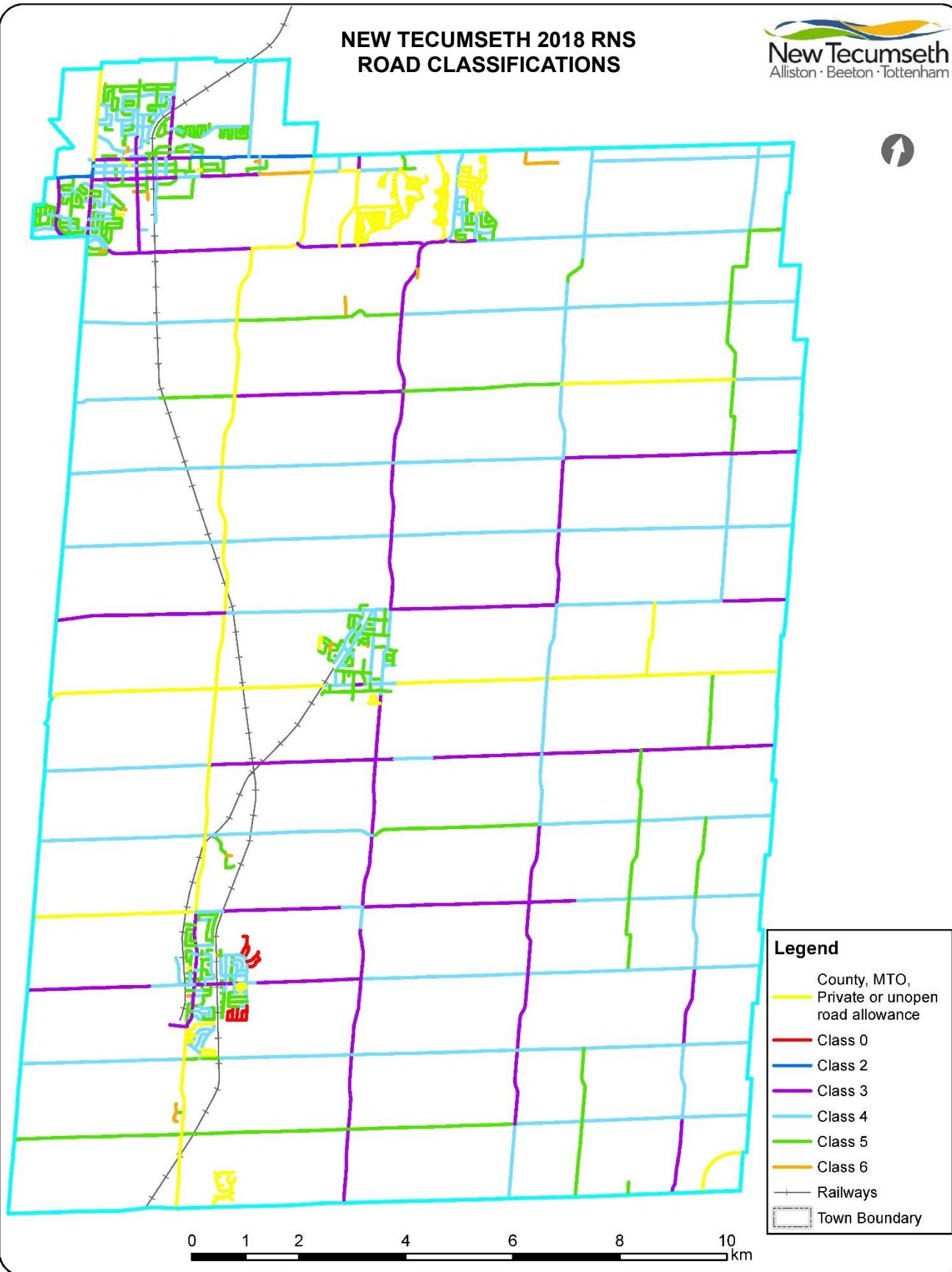
on the Town of New Tecumseth's website at the address below:
<https://www.newtecumseth.ca/en/living-in-our-community/track-your-plow.aspx>

Appendix B: Road Ownership Map



Appendix C: Road Classification Maps

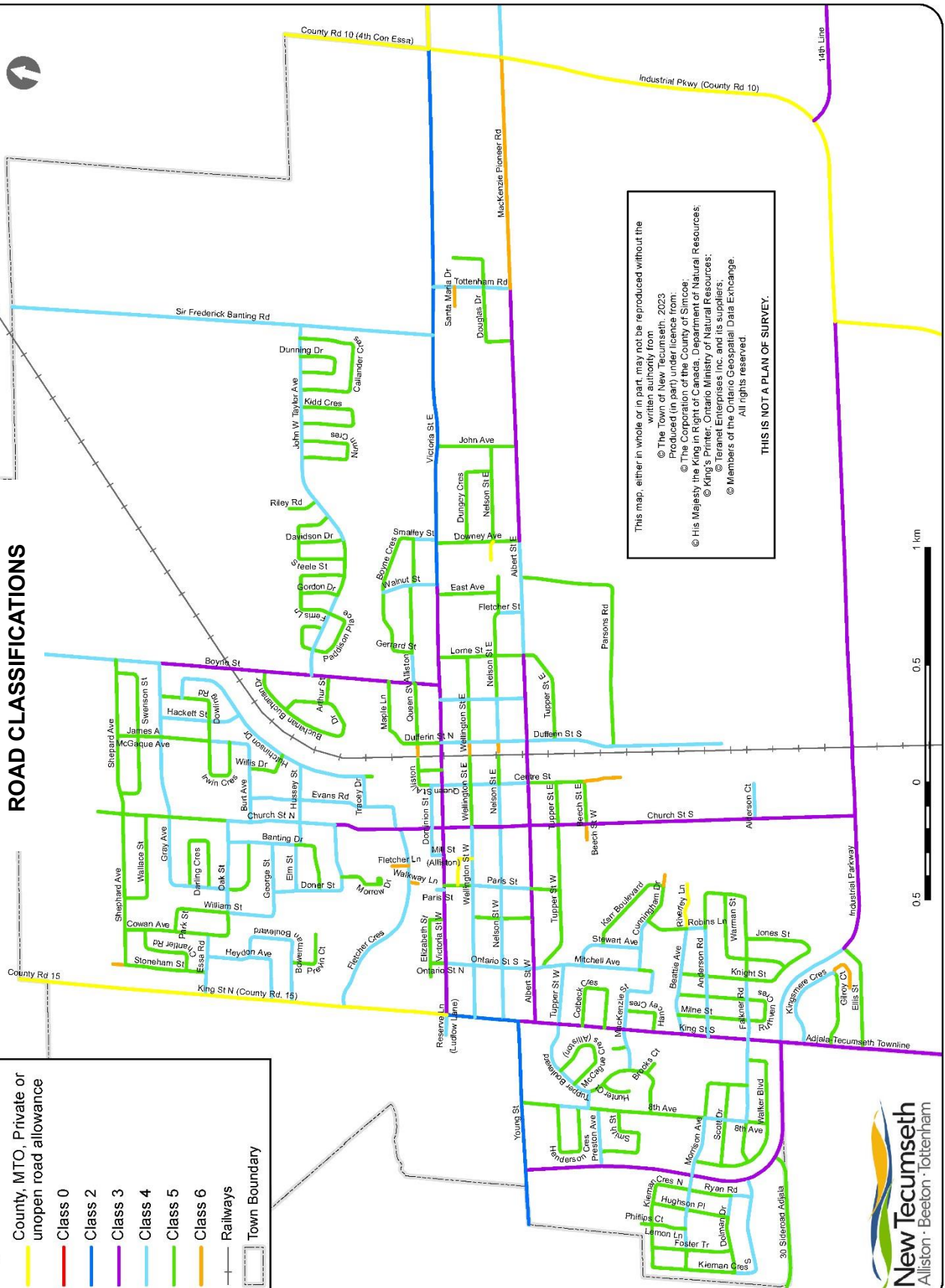
NEW TECUMSETH 2018 RNS ROAD CLASSIFICATIONS



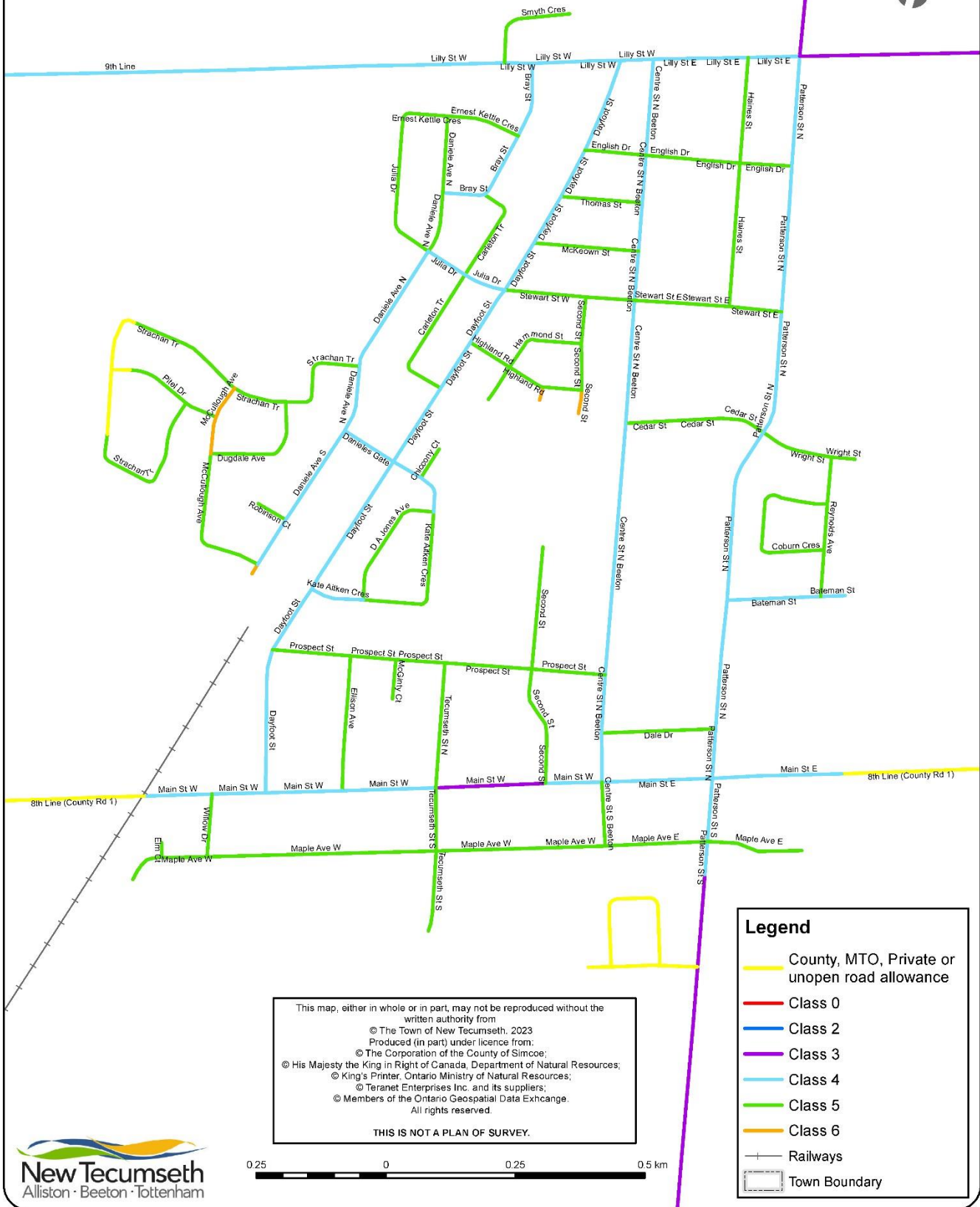
ALLISTON 2018 RNS ROAD CLASSIFICATIONS

Legend

- County, MTO, Private or unopen road allowance
- Class 0
- Class 2
- Class 3
- Class 4
- Class 5
- Class 6
- Railways
- Town Boundary



BEETON 2018 RNS ROAD CLASSIFICATIONS

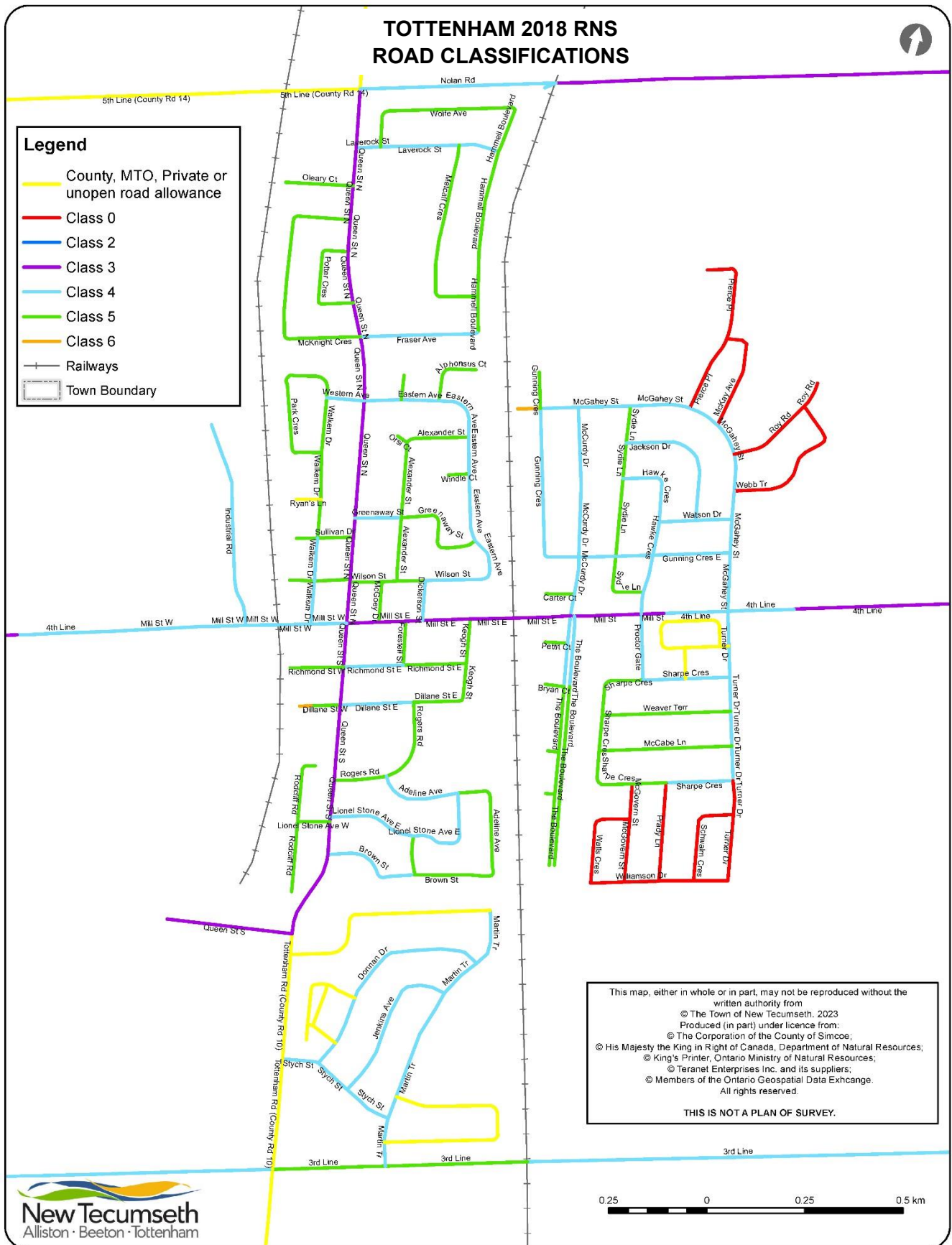


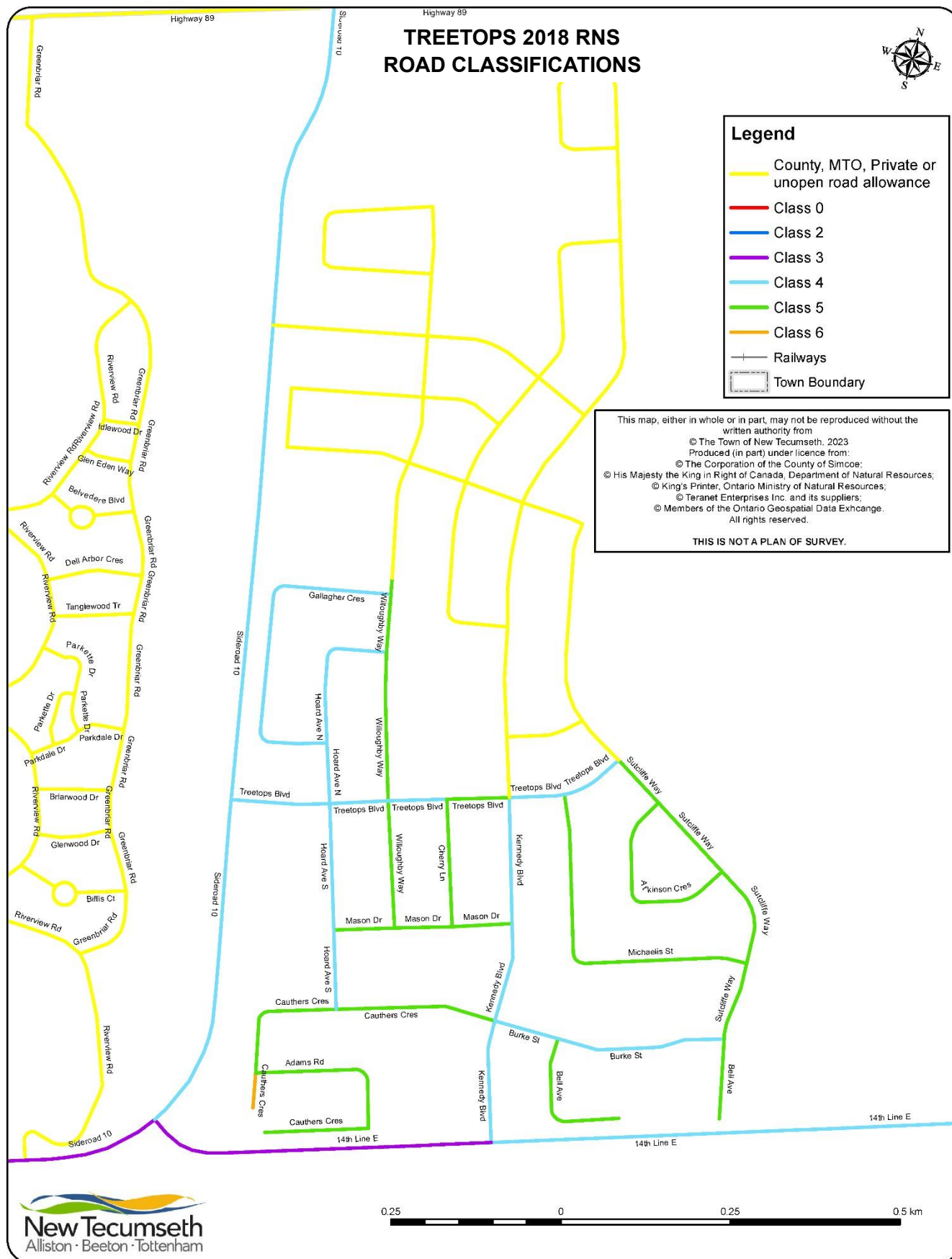
TOTTENHAM 2018 RNS ROAD CLASSIFICATIONS



Legend

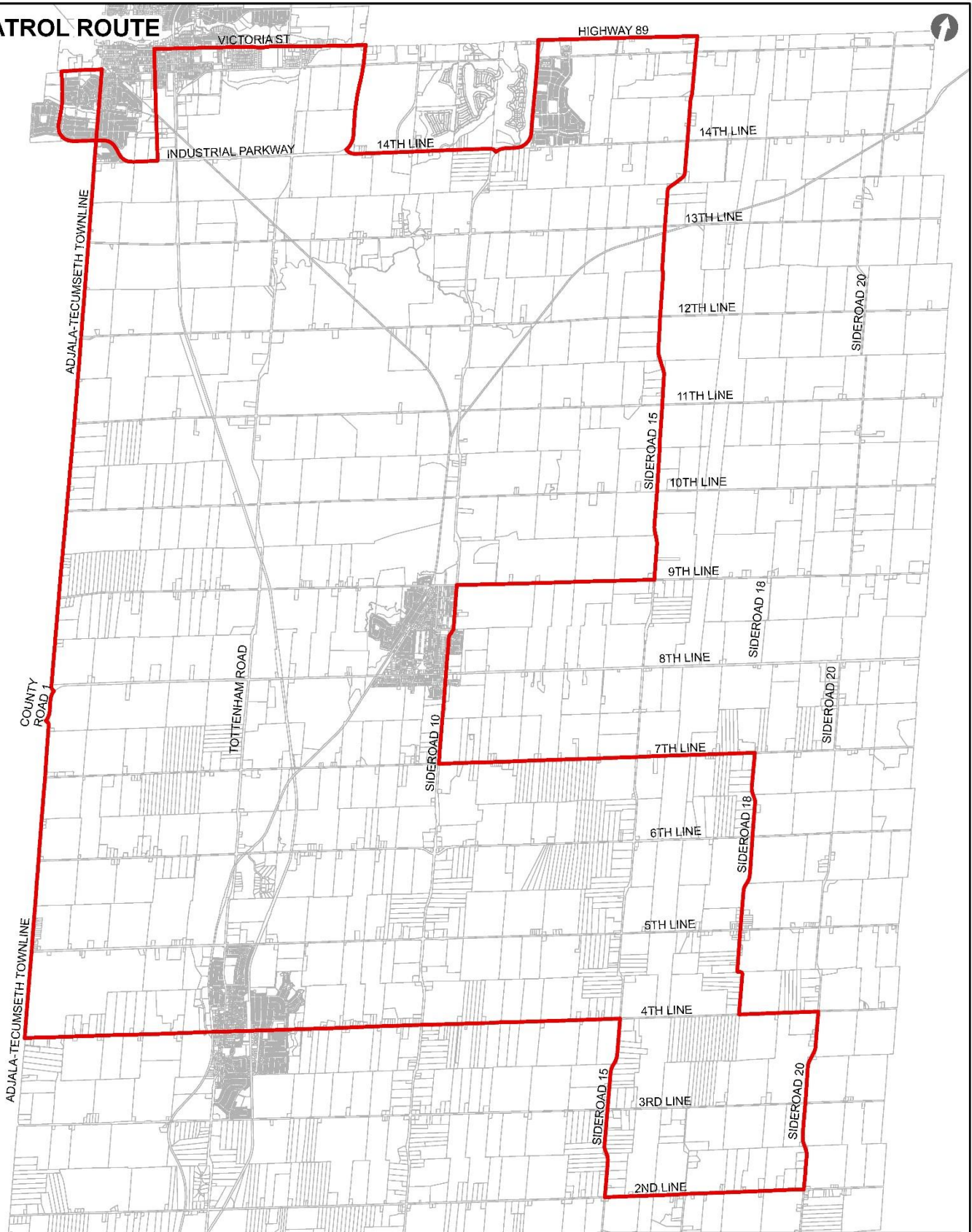
- County, MTO, Private or unopen road allowance
- Class 0
- Class 2
- Class 3
- Class 4
- Class 5
- Class 6
- Railways
- Town Boundary





Appendix D: Patrol Route

PATROL ROUTE



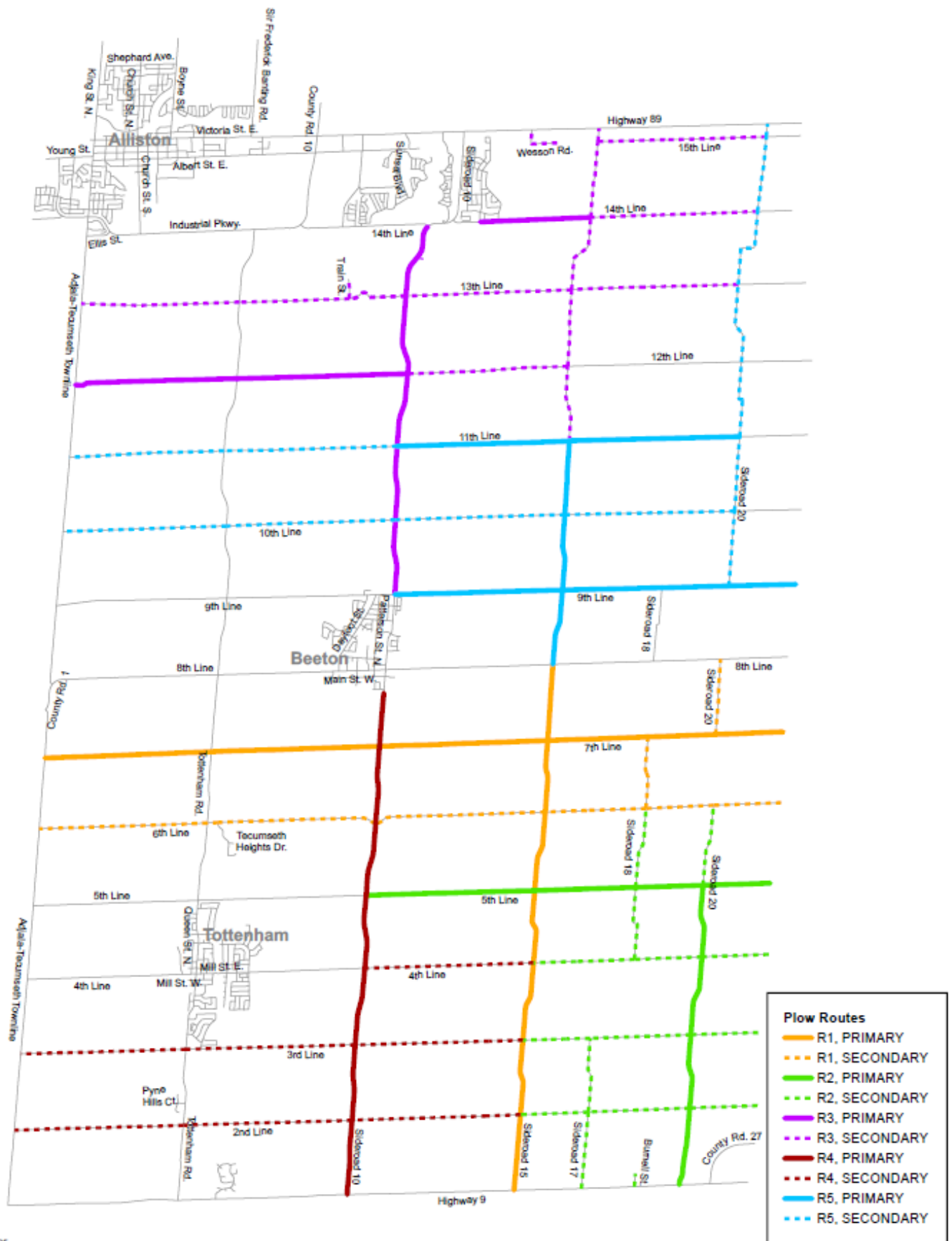
Legend

— PATROL ROUTE

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Appendix E: Rural Plow Routes

RURAL PLOW ROUTES 2025



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R1 PLOW ROUTES 2025

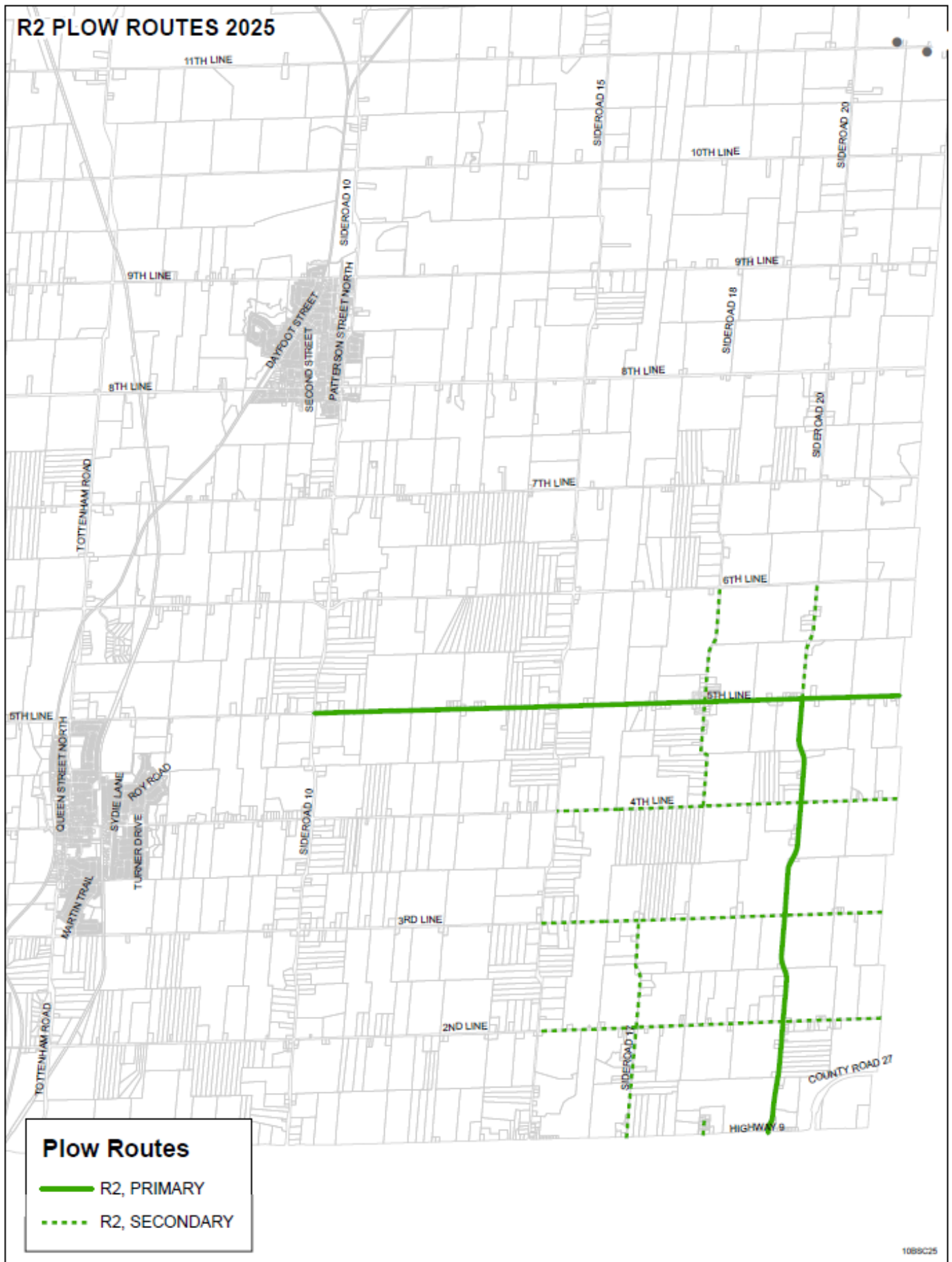


Plow Routes

- R1, PRIMARY
- R1, SECONDARY

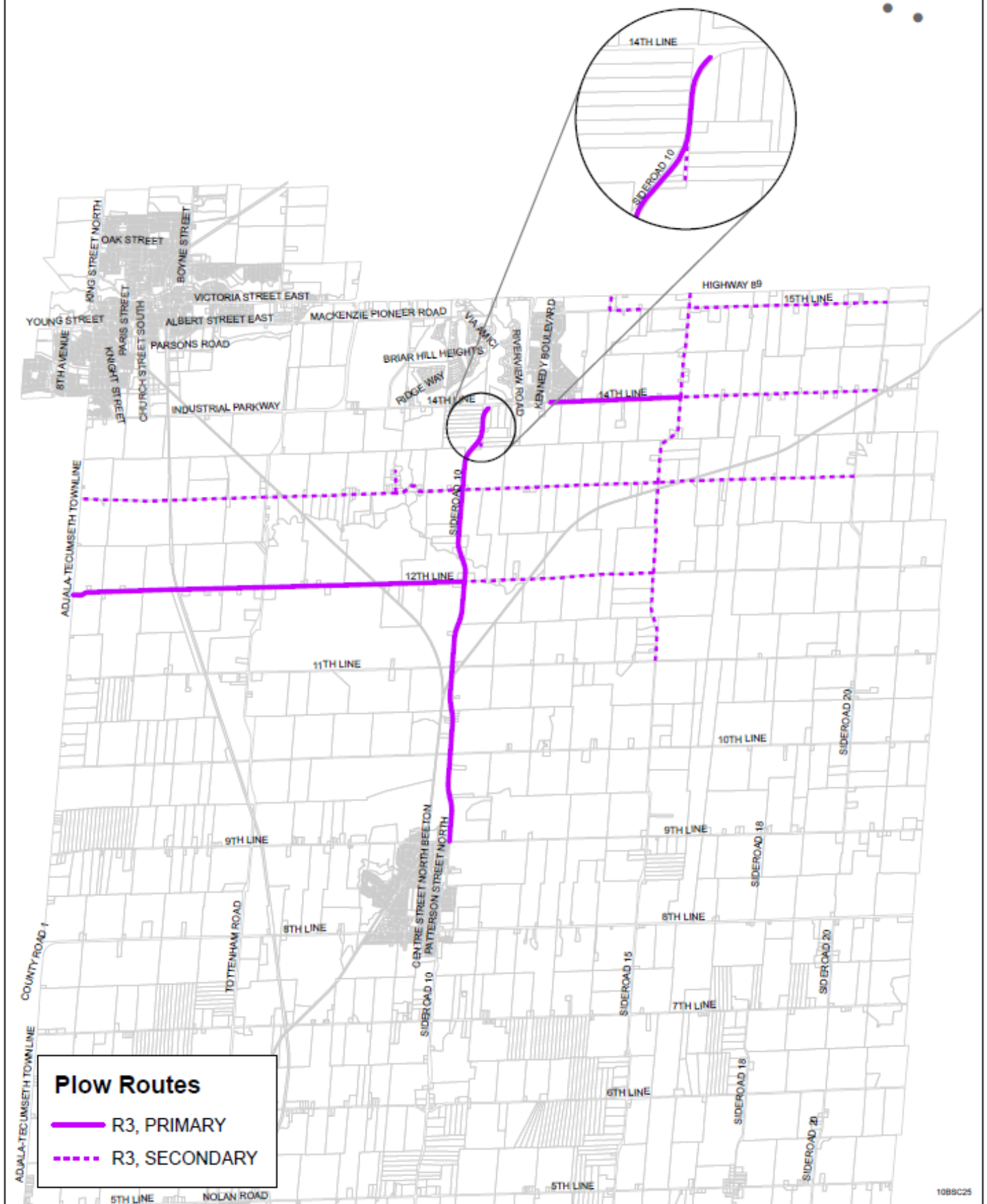
1089C25

R2 PLOW ROUTES 2025

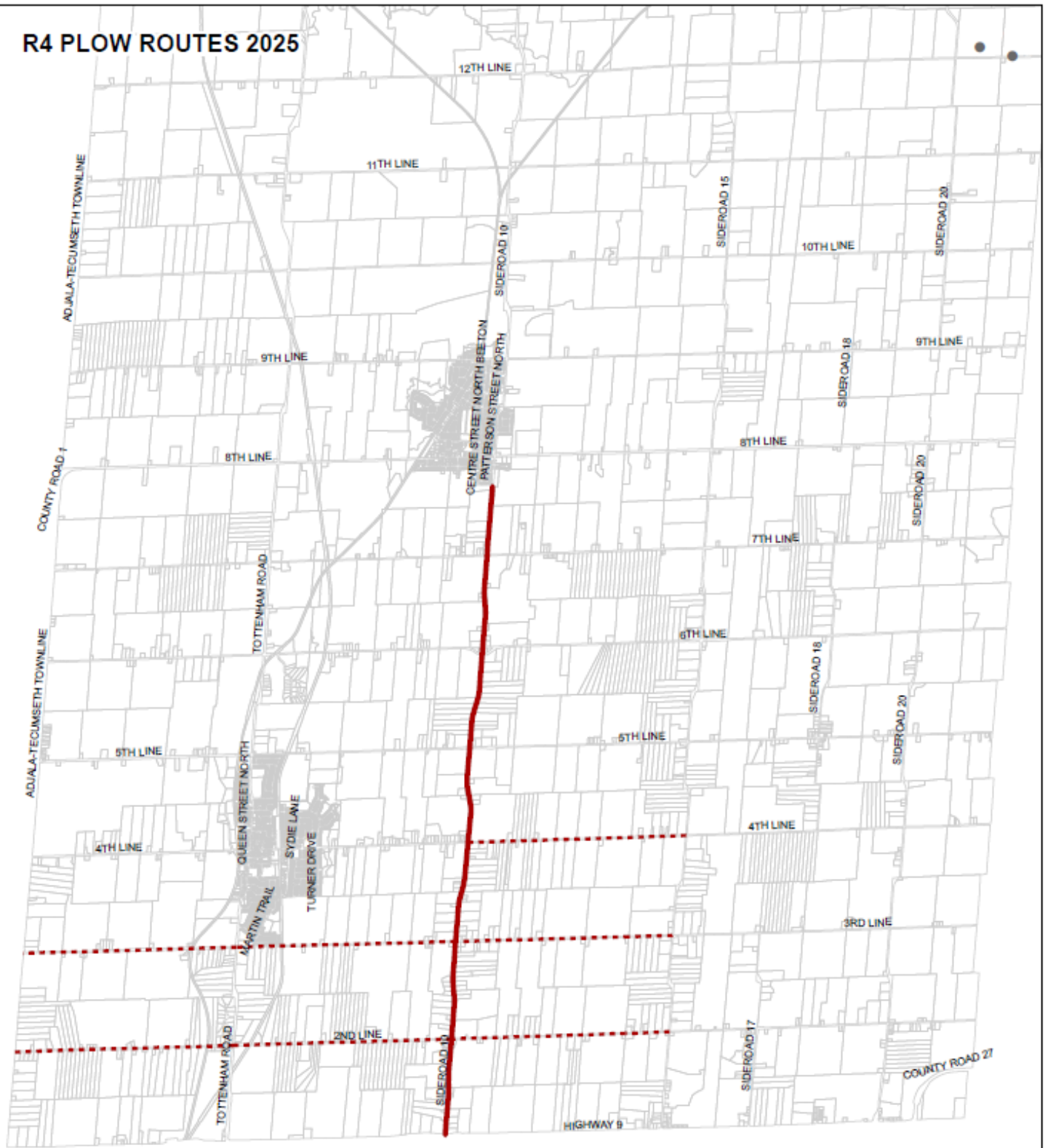


1089C25

R3 PLOW ROUTES 2025



R4 PLOW ROUTES 2025

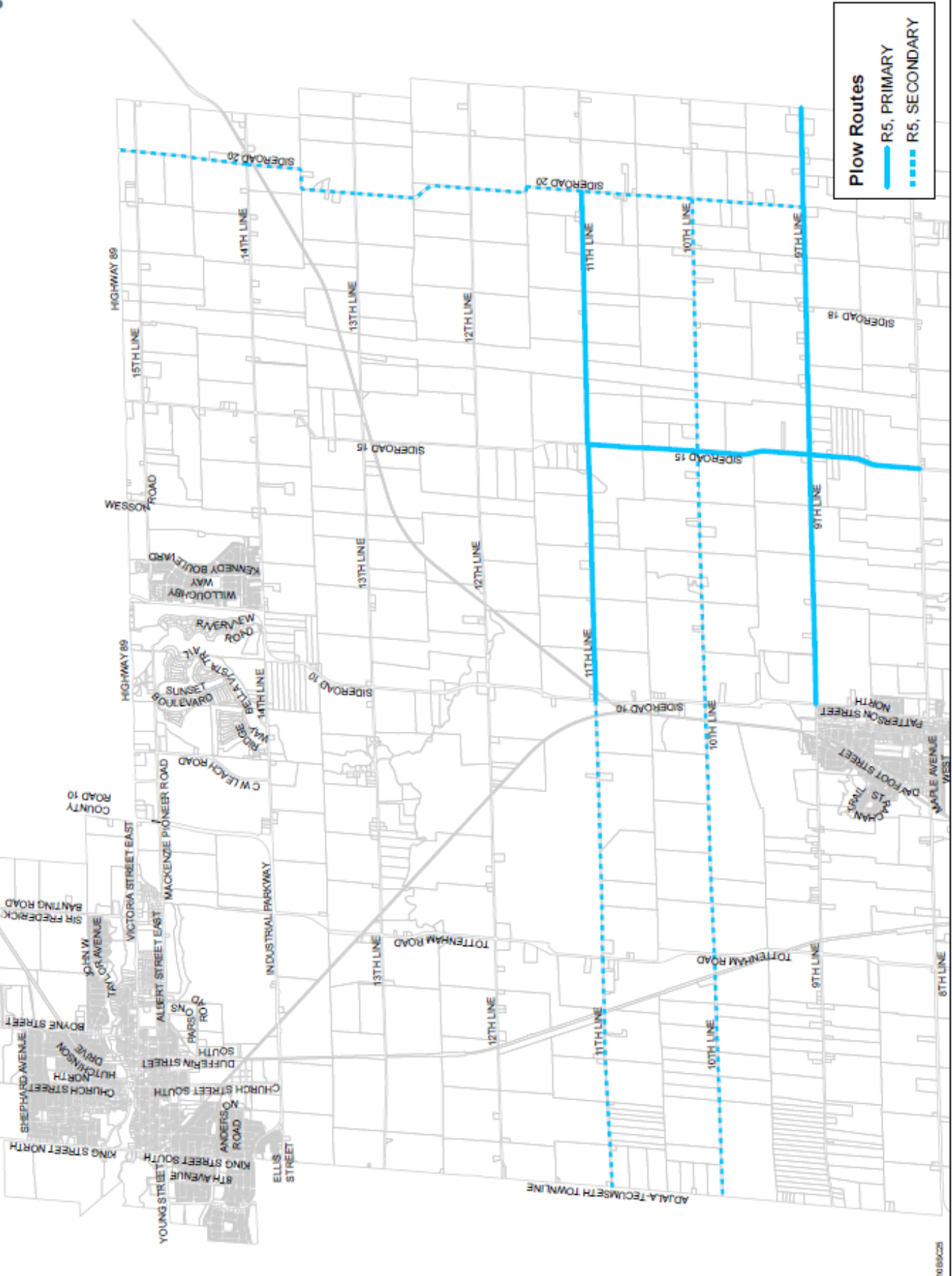


Plow Routes

- R4, PRIMARY
- - - R4, SECONDARY

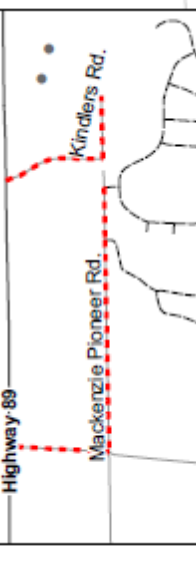
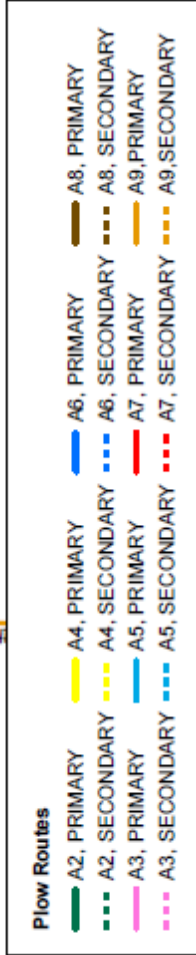
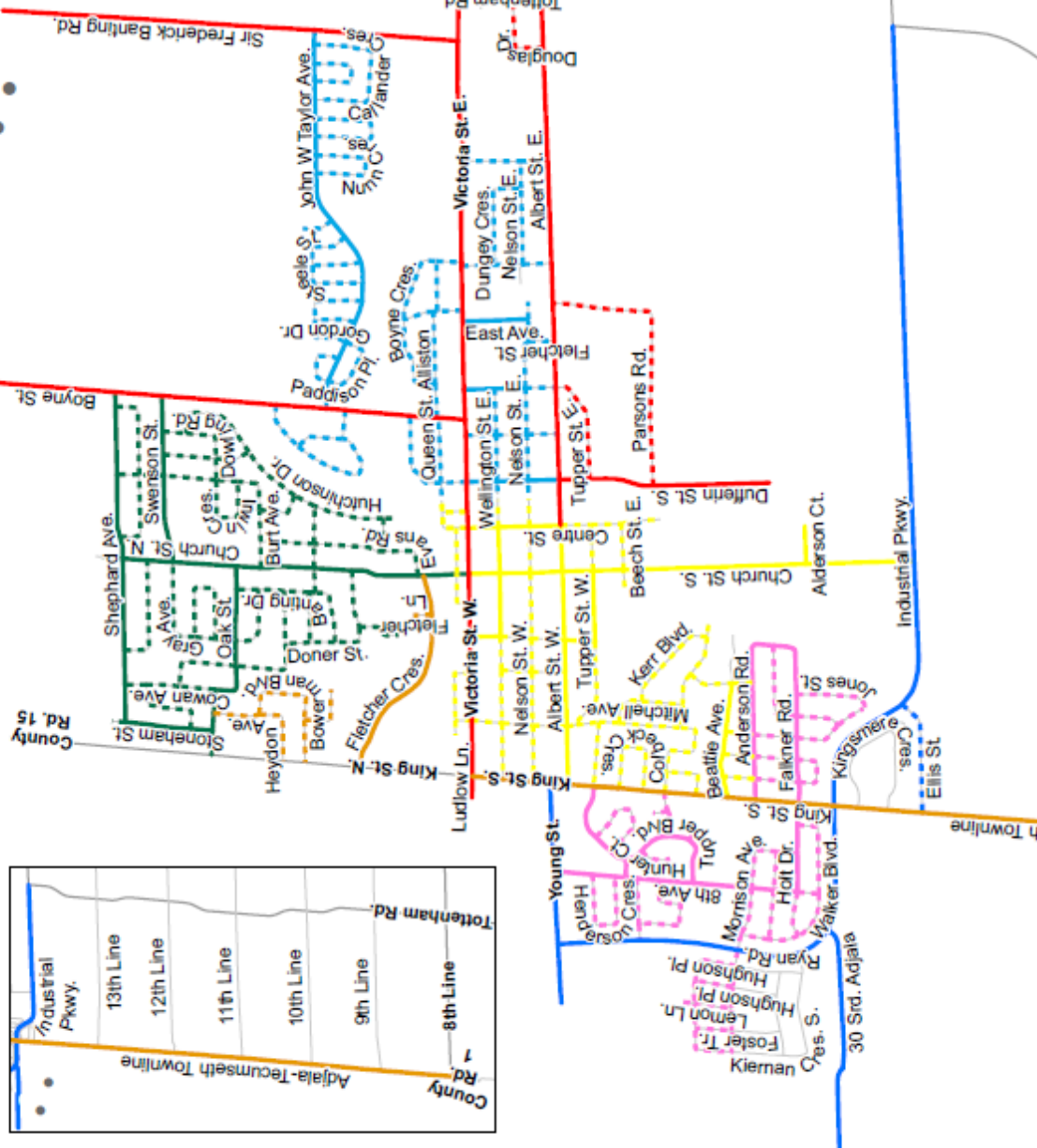
1089C25

R5 PLOW ROUTES 2025

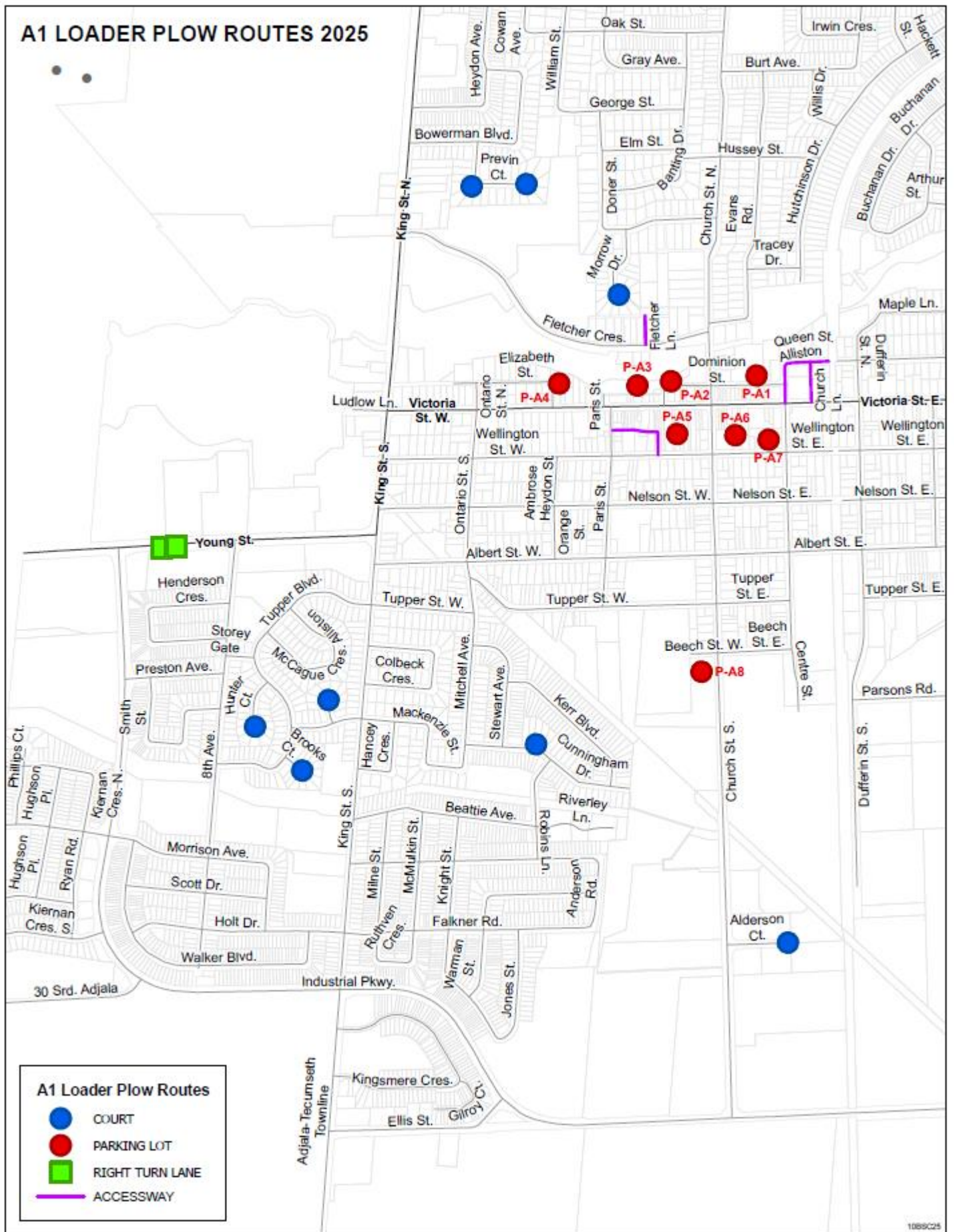


Appendix F: Depot 1 Routes – Alliston

ALLISTON PLOW ROUTES 2025



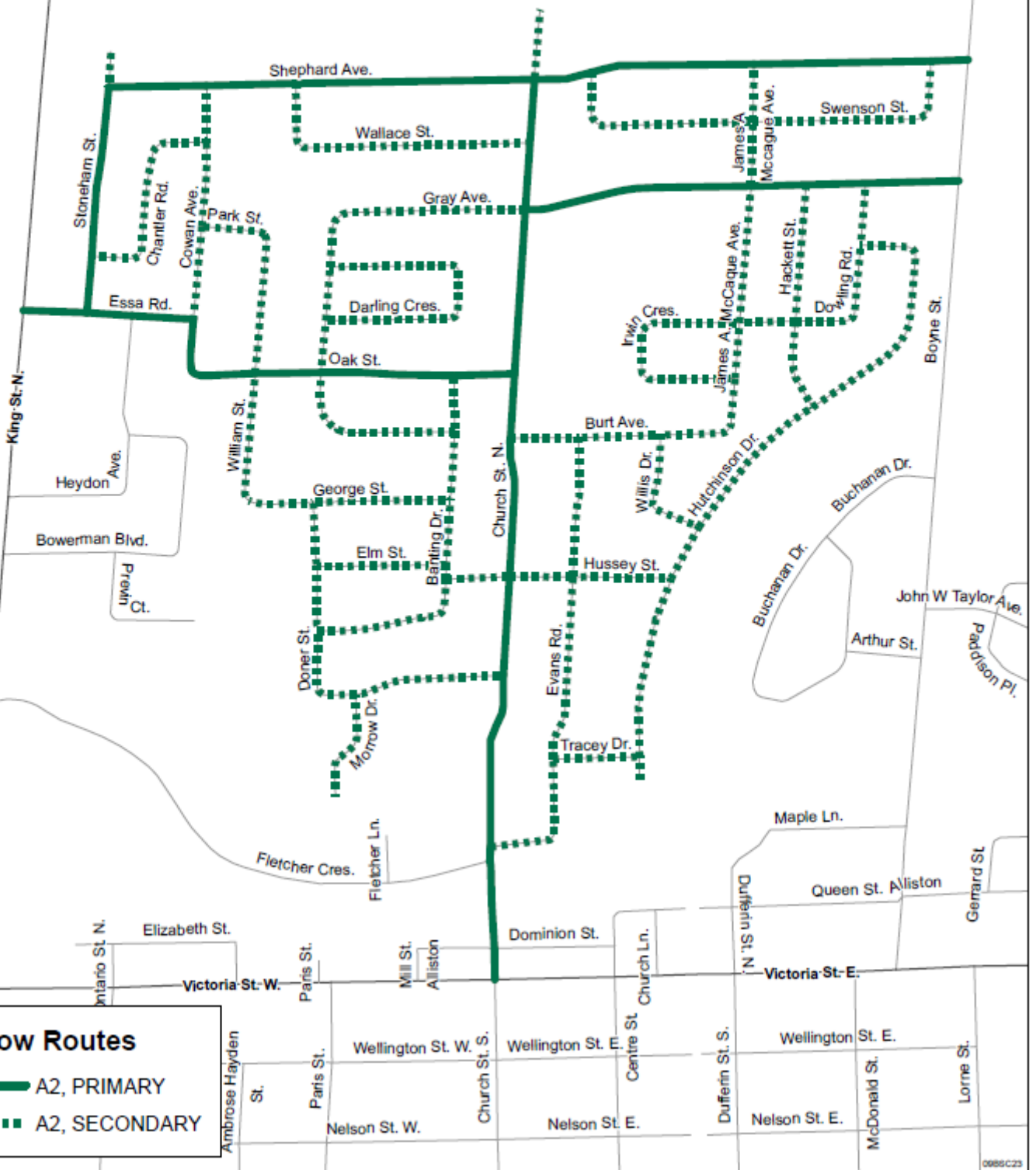
A1 LOADER PLOW ROUTES 2025



A2 PLOW ROUTE 2025



County Rd-1



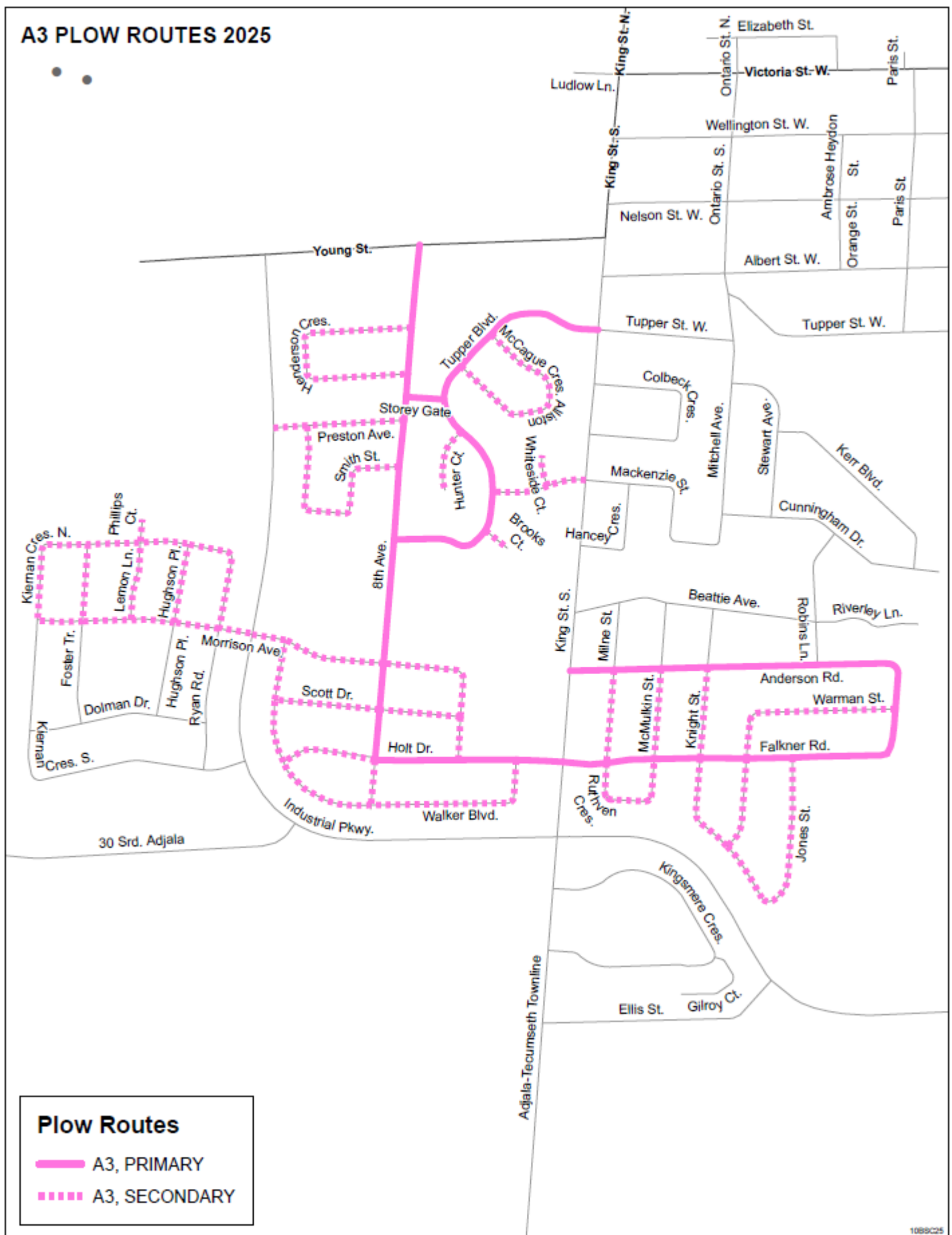
Plow Routes

A2, PRIMARY

A2, SECONDARY

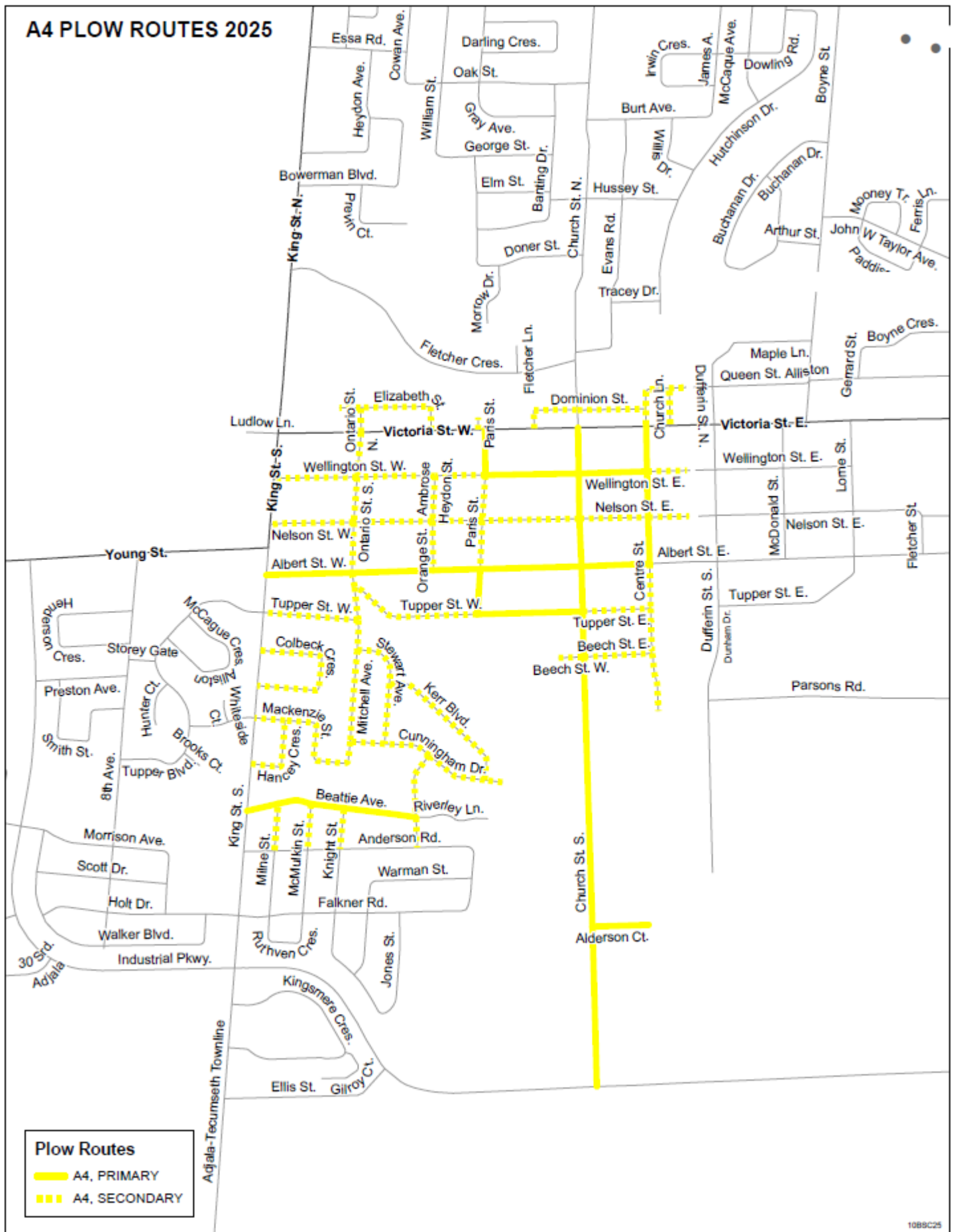
0985 C23

A3 PLOW ROUTES 2025

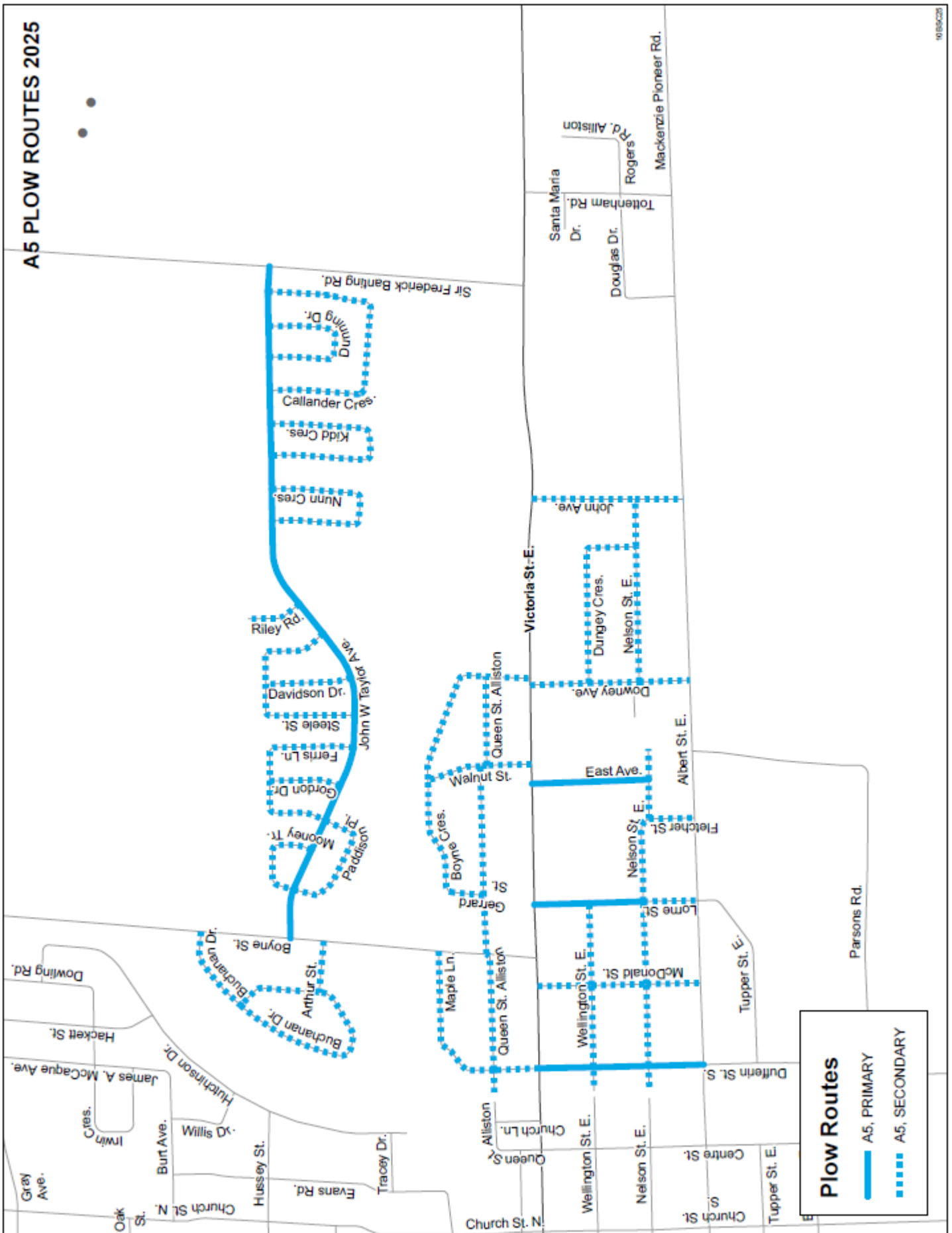


1089C25

A4 PLOW ROUTES 2025

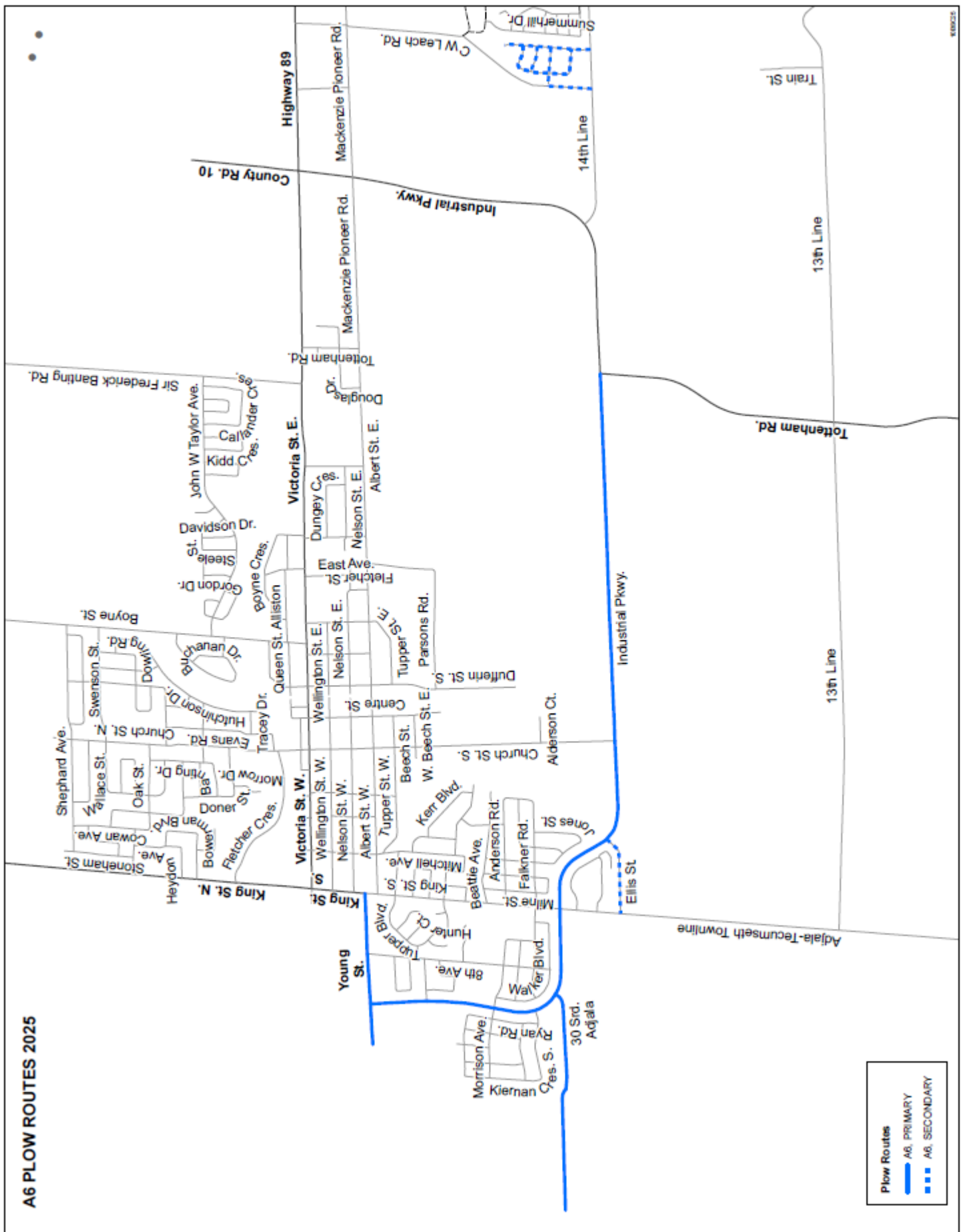


A5 PLOW ROUTES 2025

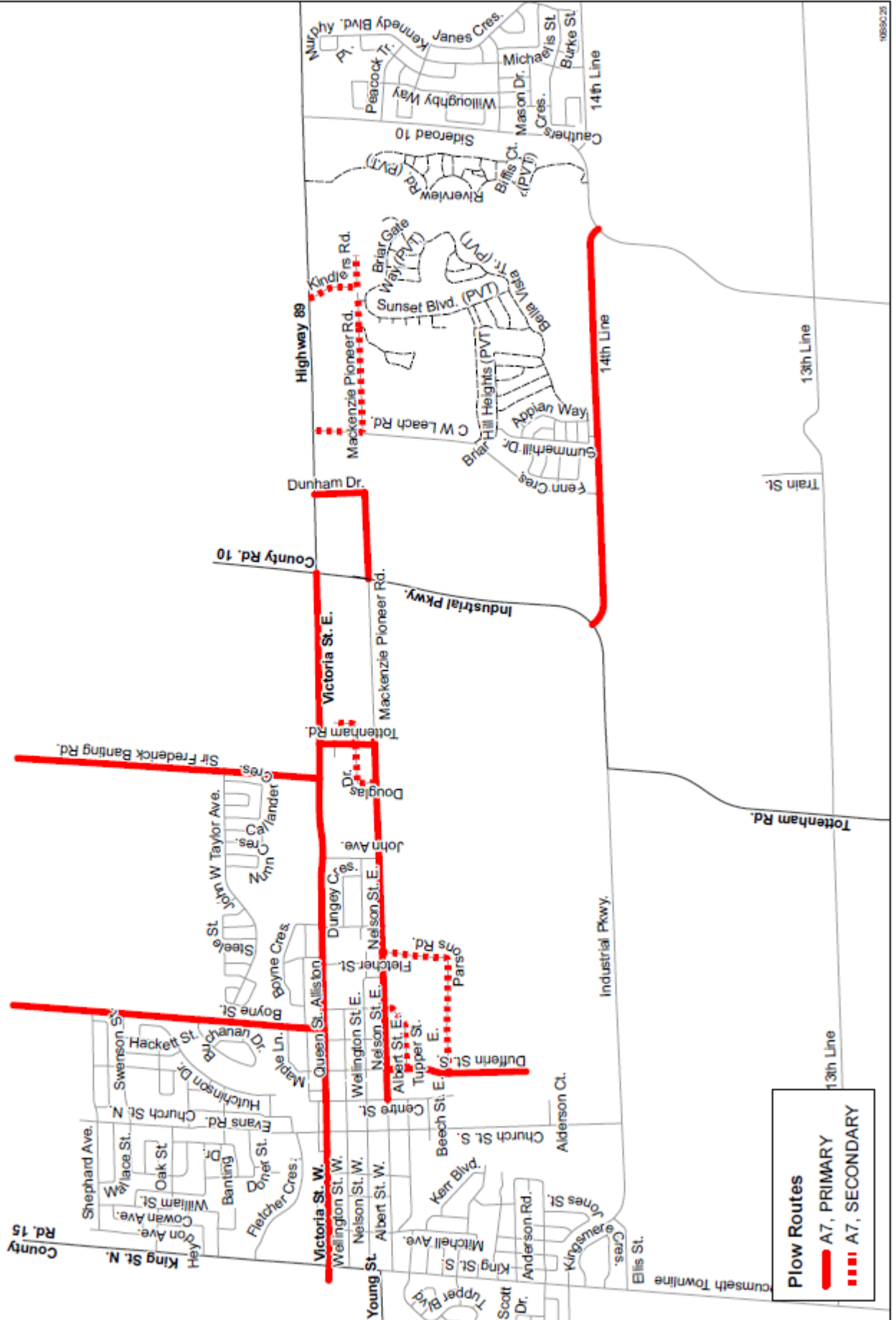


10/05/2025

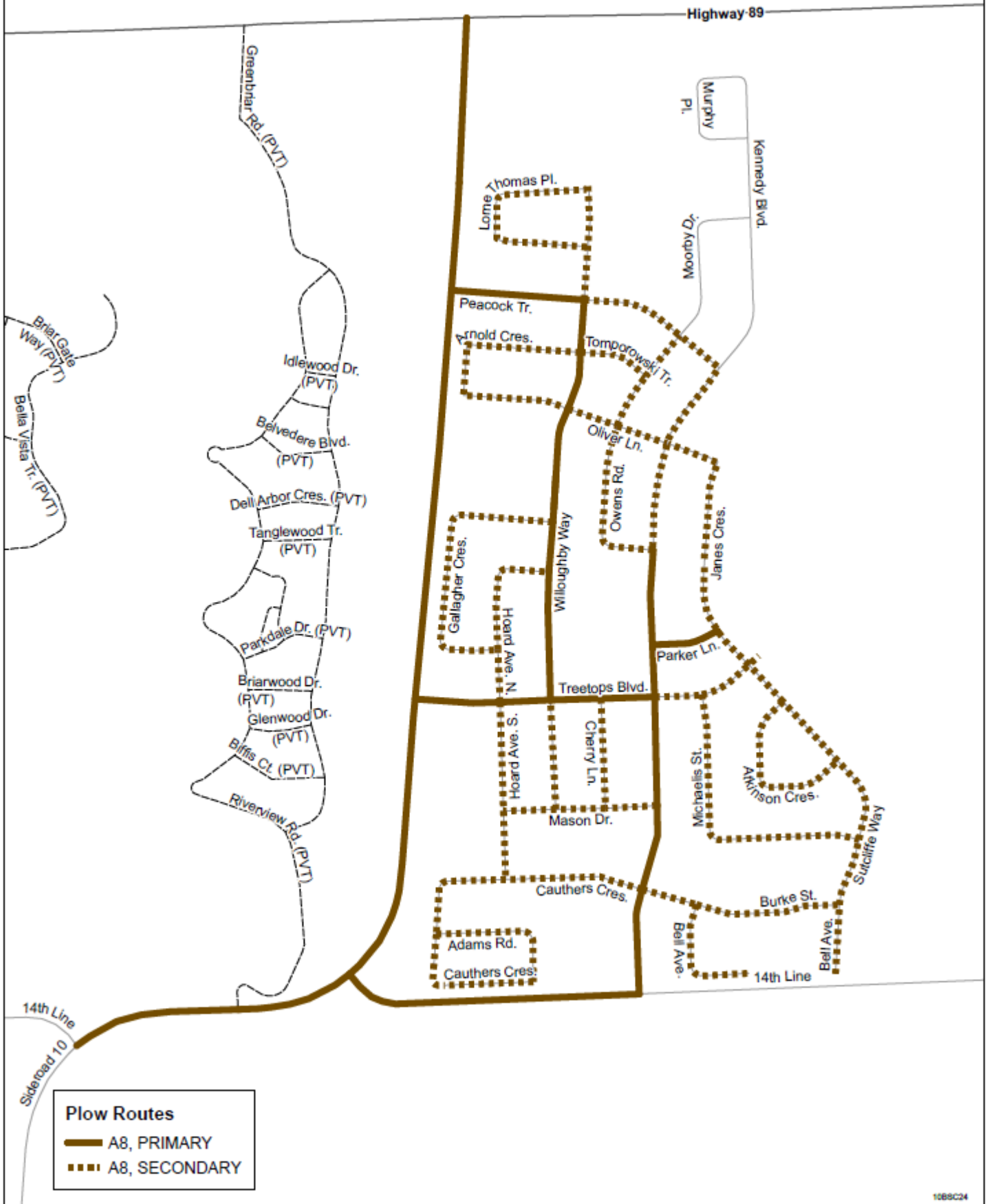
A6 PLOW ROUTES 2025



A7 PLOW ROUTES 2025

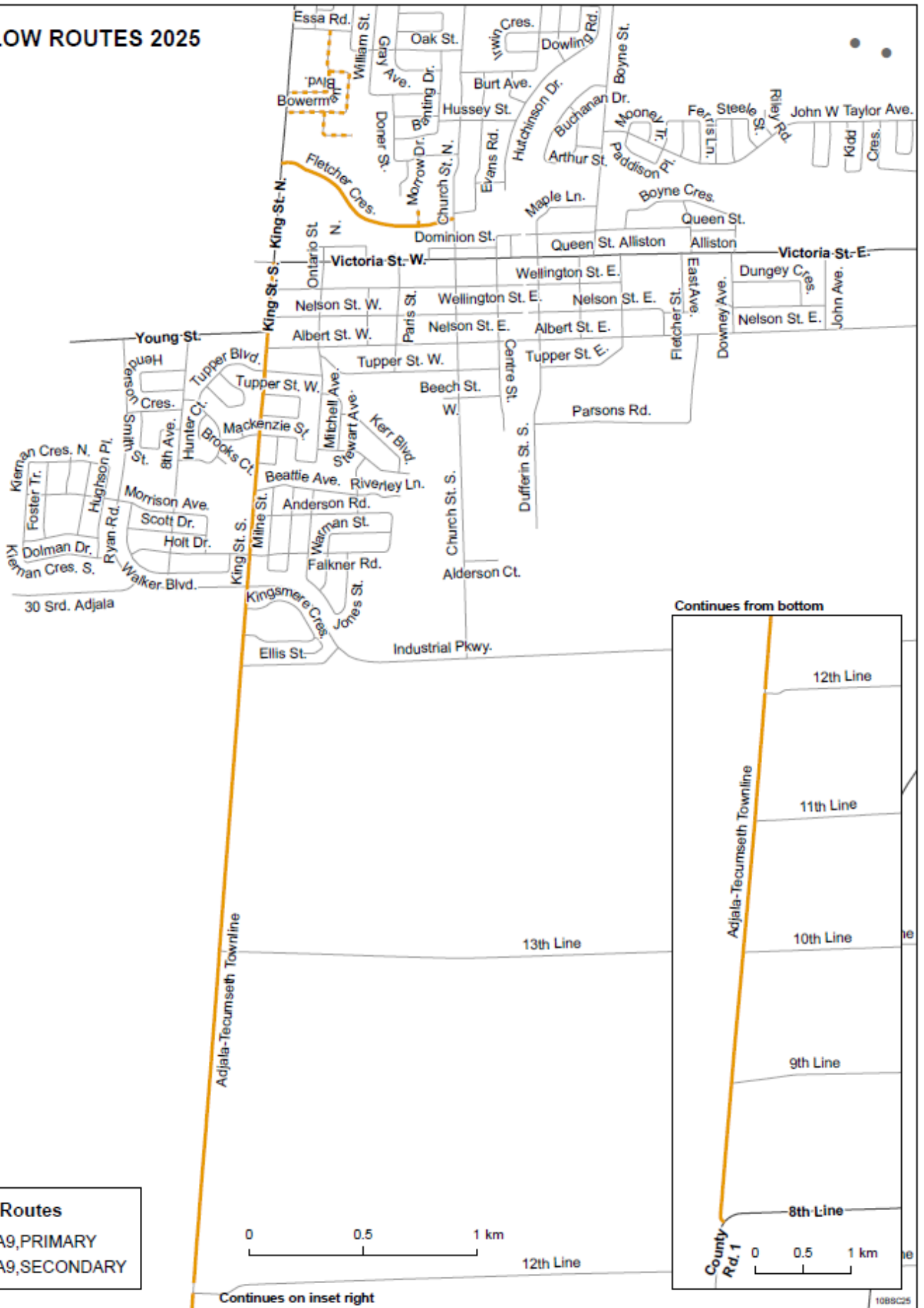


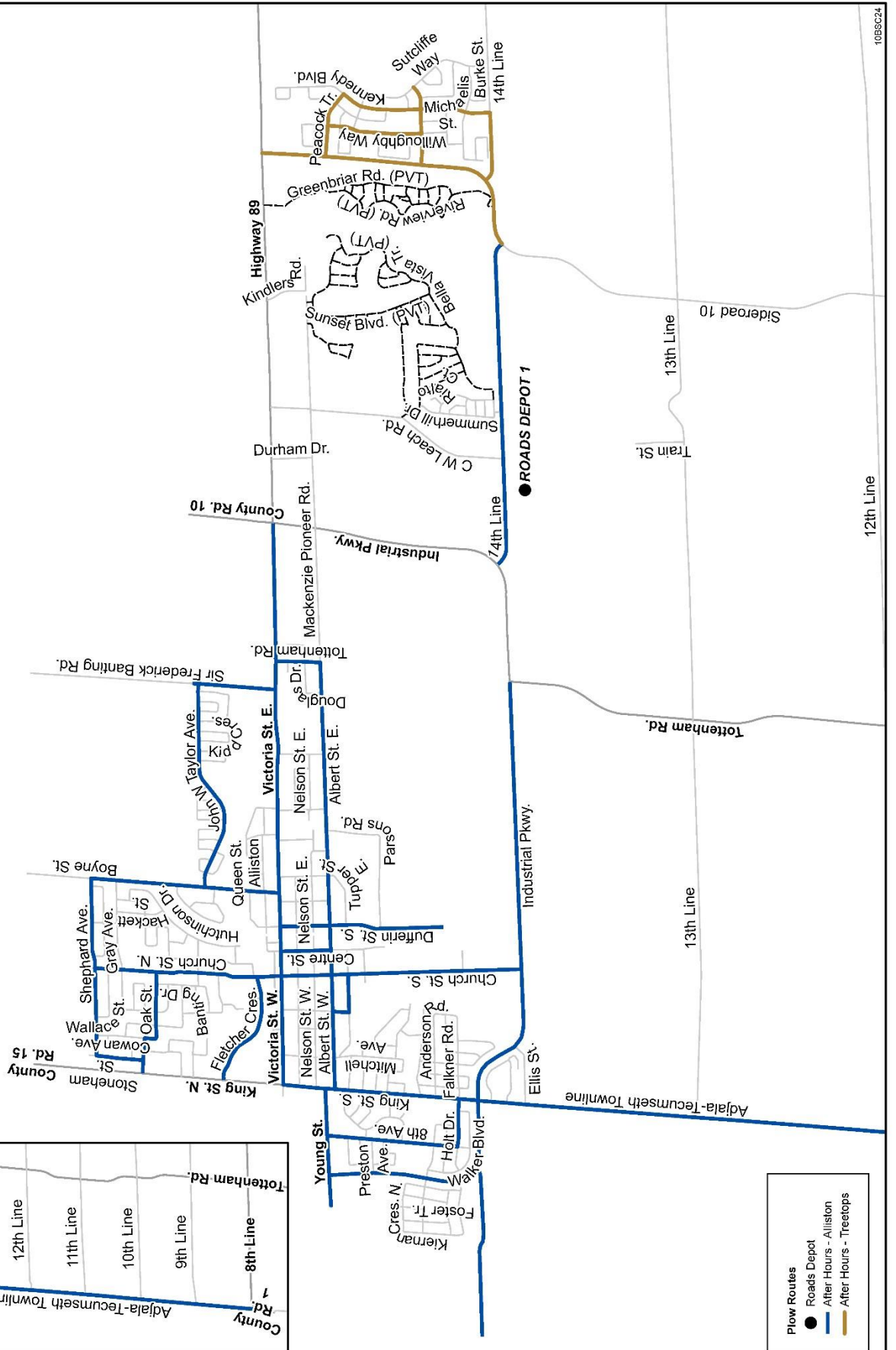
A8 PLOW ROUTE 2025



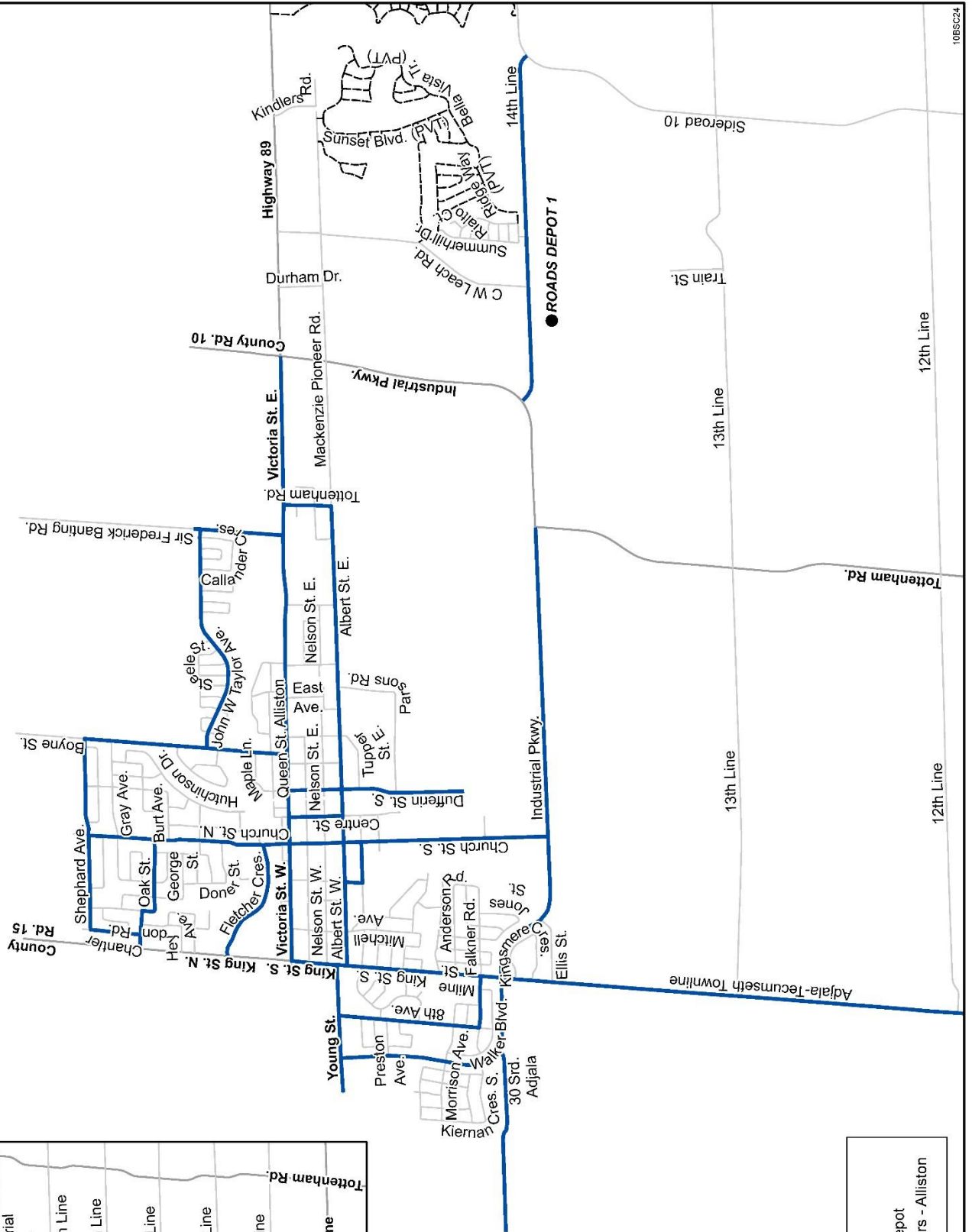
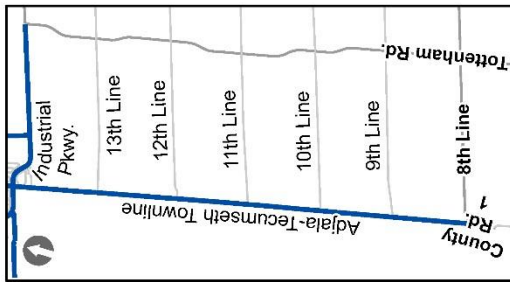
1089C24

A9 PLOW ROUTES 2025



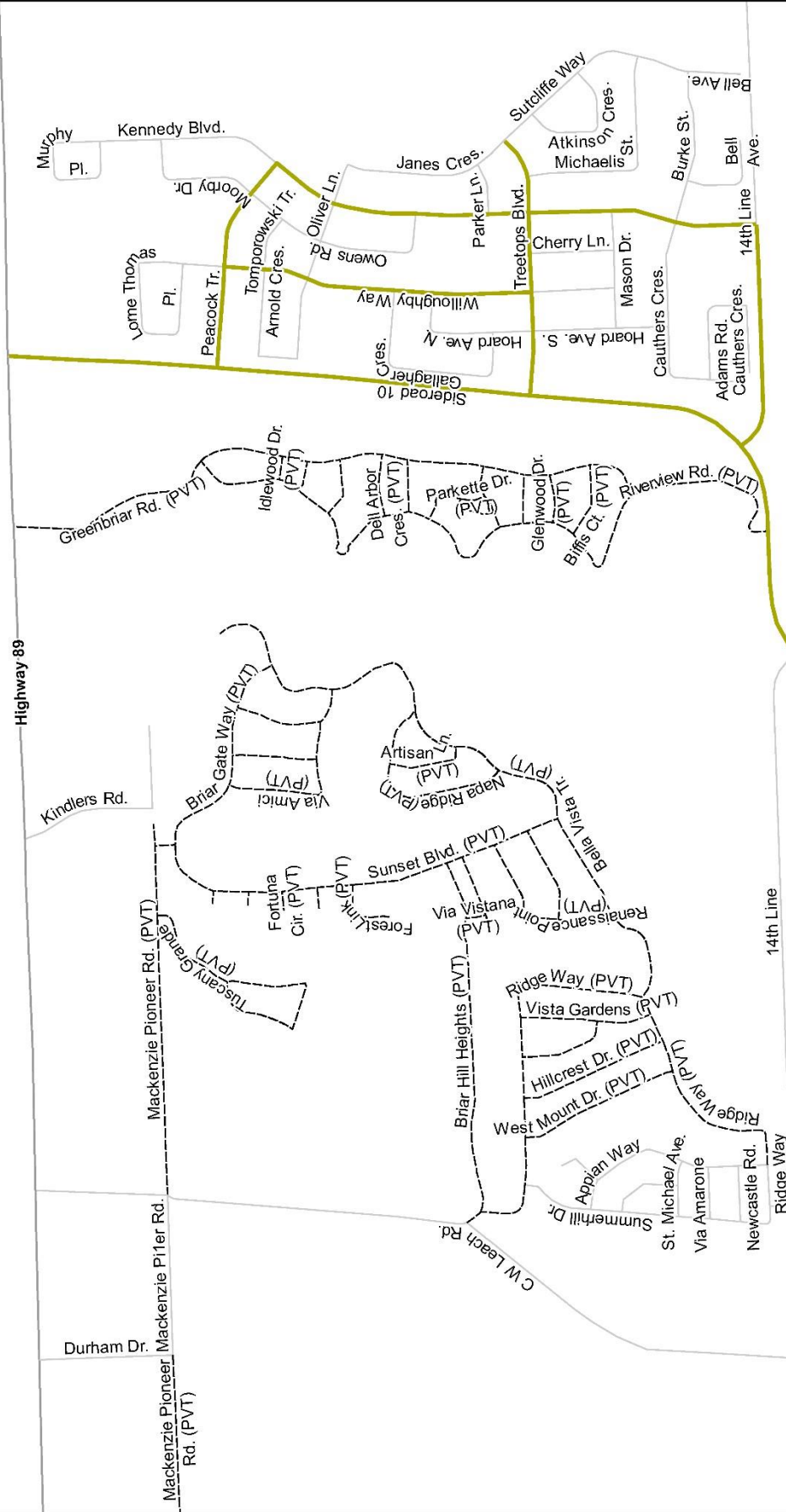


AH1 – ALLISTON AFTER HOURS PLOW ROUTES 2025

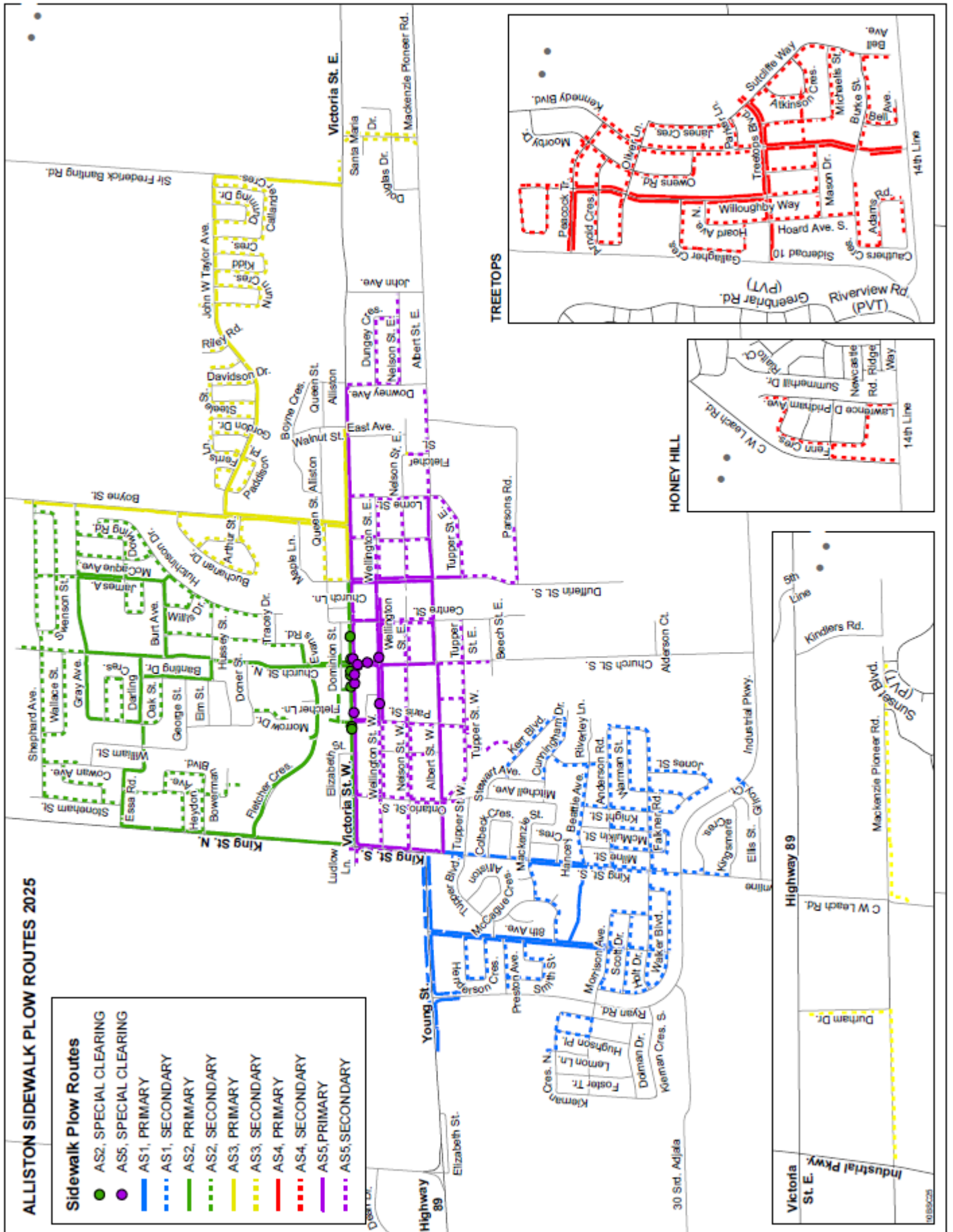


10BSC24

AH2 – TREE TOPS AFTER HOURS PLOW ROUTES 2025



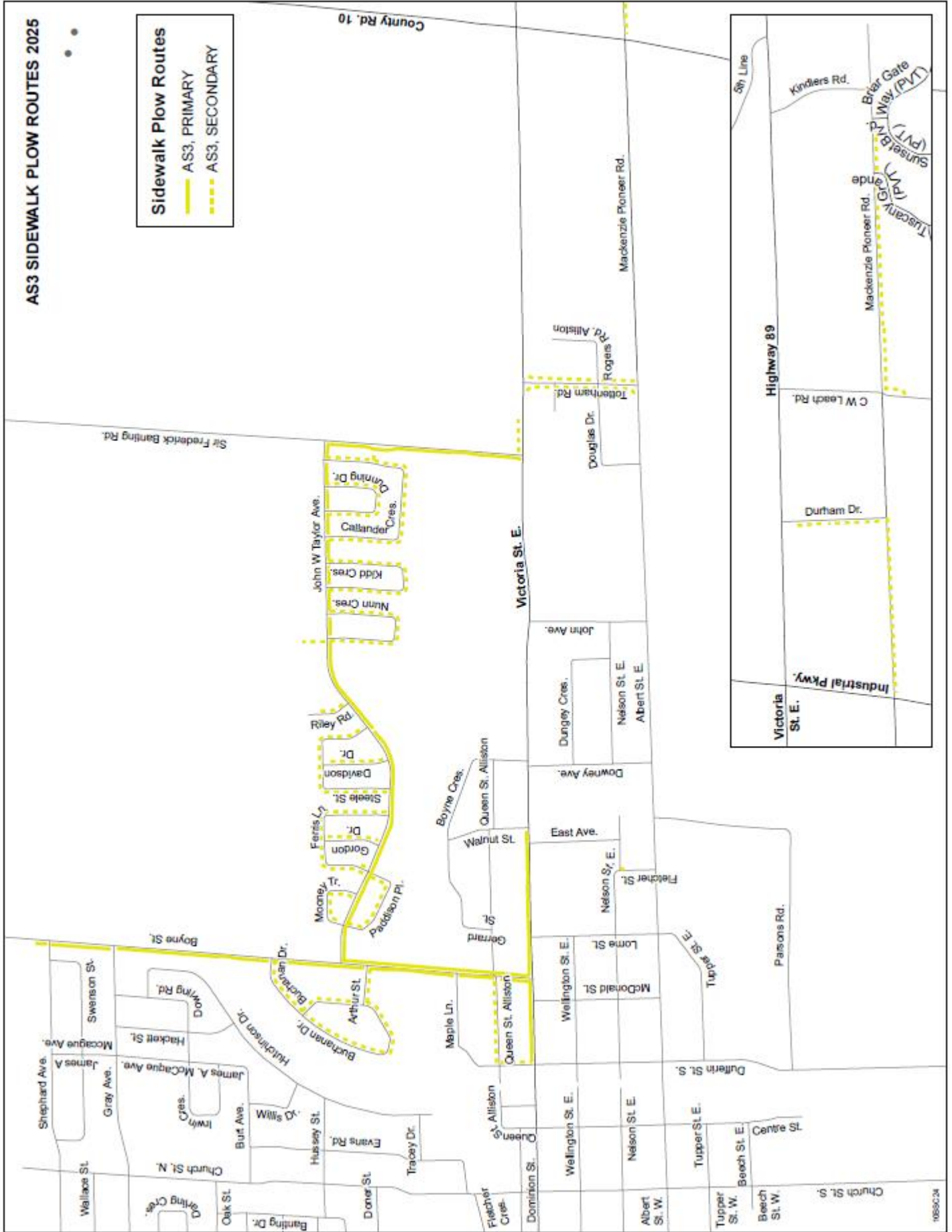
09B5C23

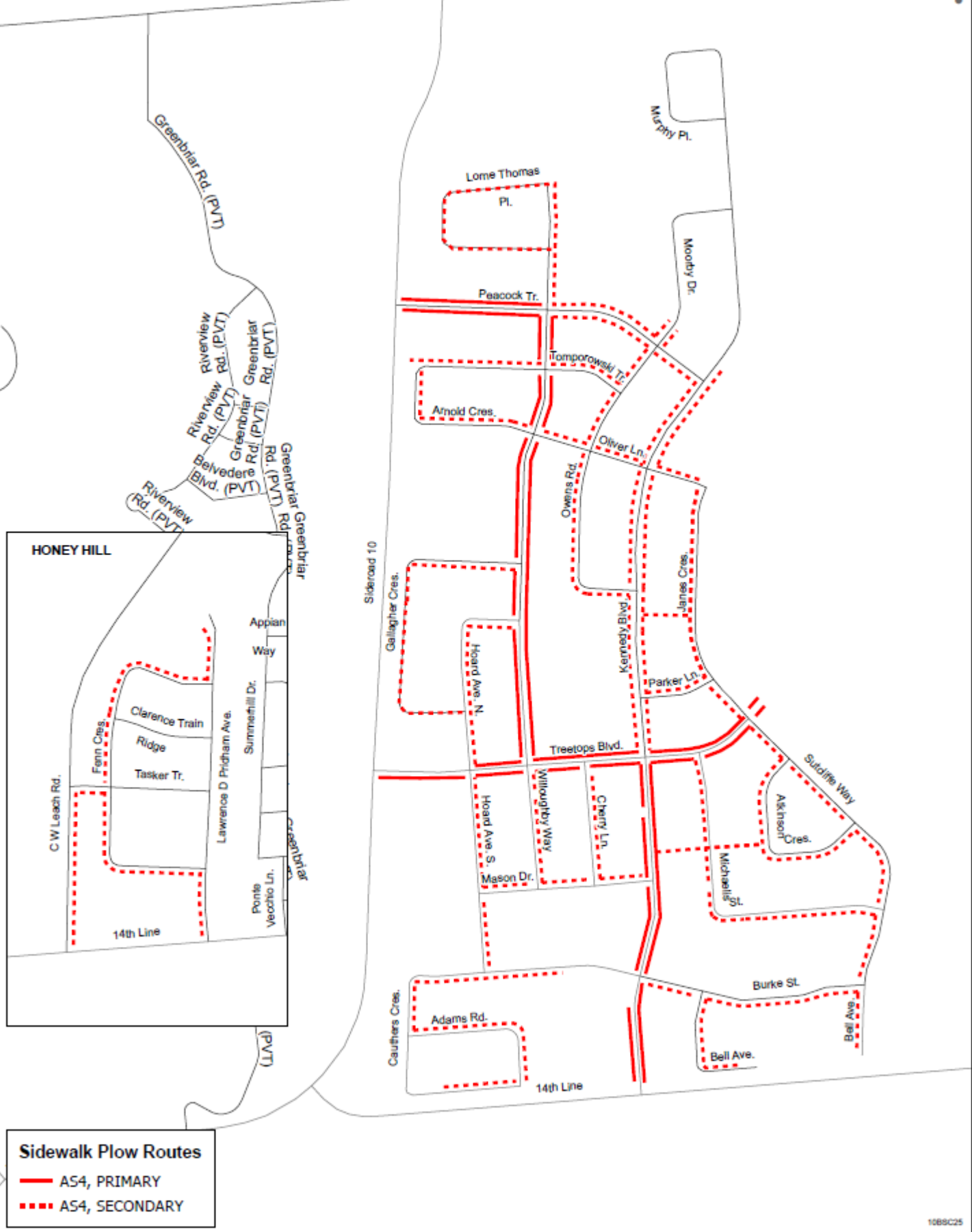




AS3 SIDEWALK PLOW ROUTES 2025

Sidewalk Plow Routes
 — AS3, PRIMARY
 - - - AS3, SECONDARY





AS5 SIDEWALK PLOW ROUTES 2025

Sidewalk Plow Routes

- SPECIAL CLEARING
- AS5, PRIMARY
- AS5, SECONDARY

Map showing AS5 Sidewalk Plow Routes for 2025. The map includes a legend for Special Clearing (solid purple line), AS5, Primary (dashed purple line), and AS5, Secondary (dotted purple line). The map shows a grid of streets with plow routes highlighted in purple. The map includes street names such as Victoria St. E., Victoria St. W., Wellington St. E., Wellington St. W., and various residential streets. A scale bar at the bottom indicates distances in kilometers.

Appendix G: Depot 2 Routes – Beeton

Adajala-Tecumseth Township

9th Line

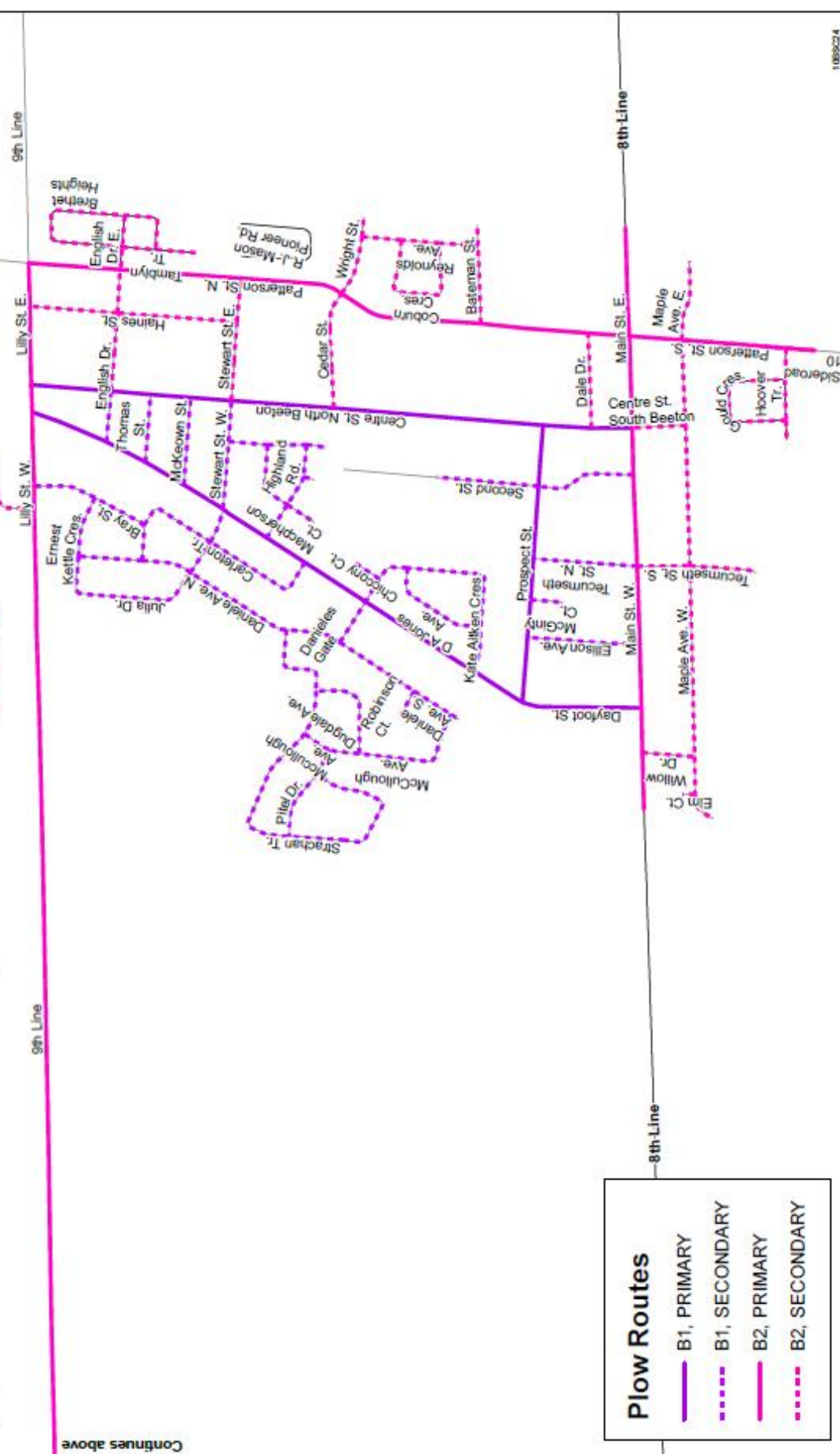
Tottenham Rd.

Lily St. W.

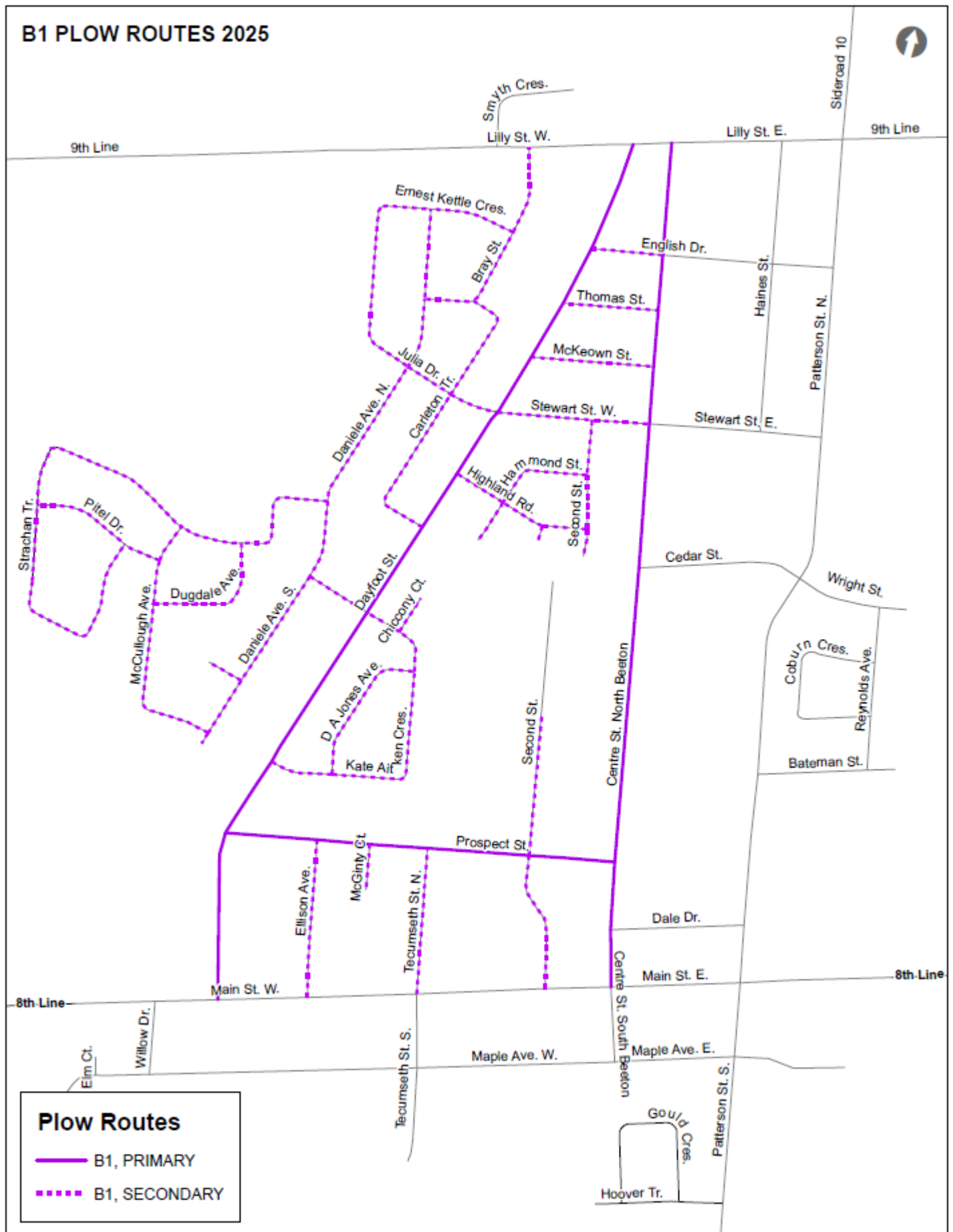
Danekle Ave. N1

St. Joseph's Ave.

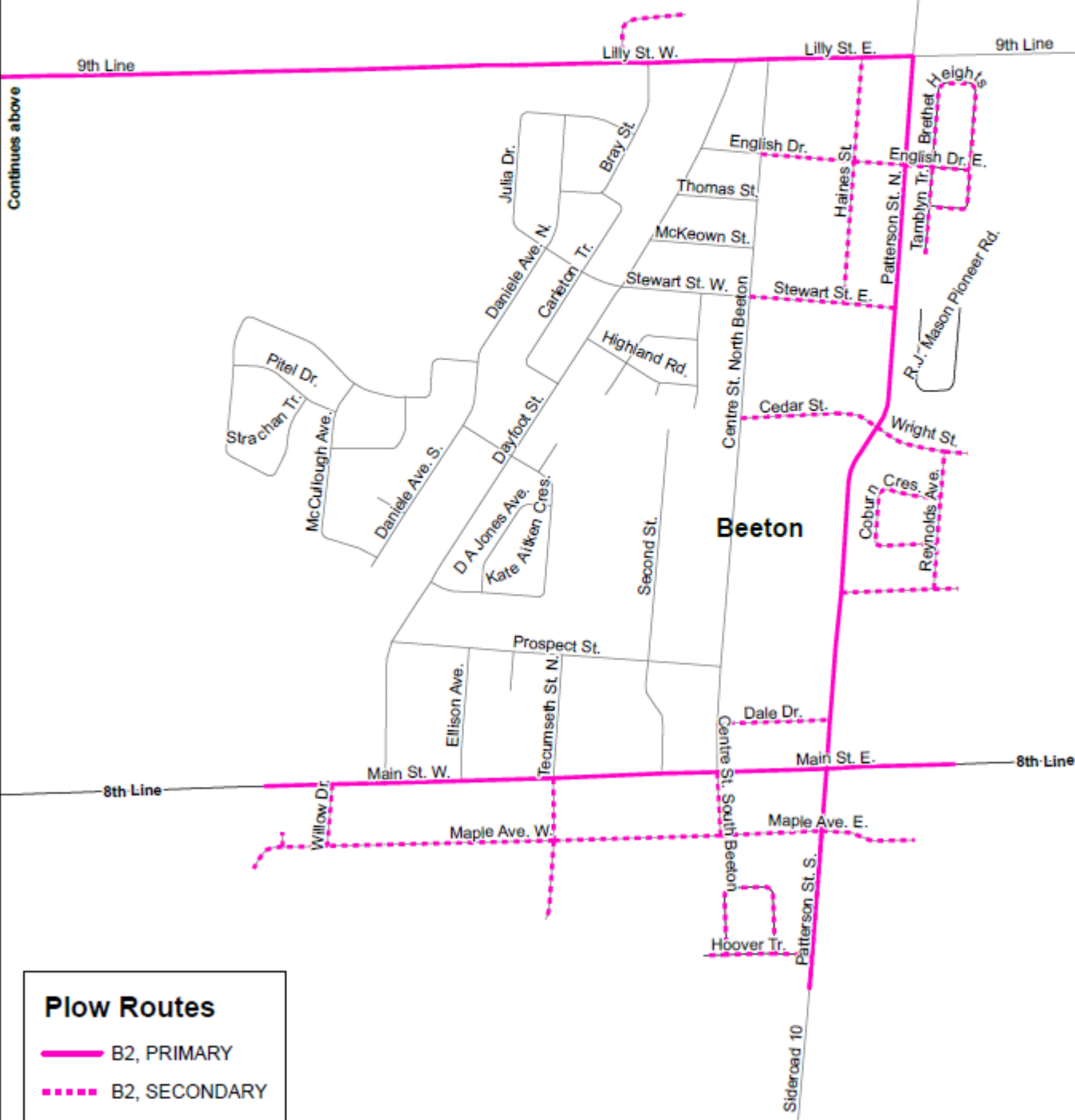
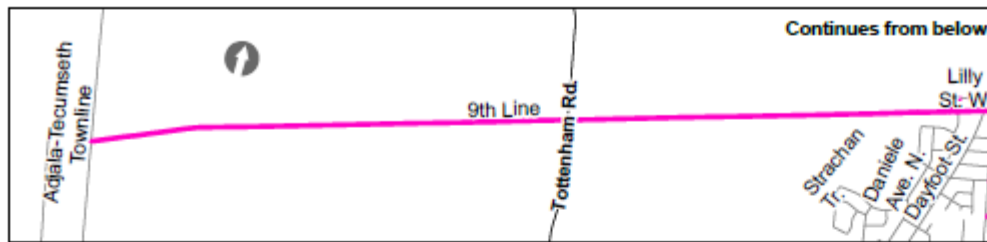
Continues from below



B1 PLOW ROUTES 2025



B2 PLOW ROUTES 2025

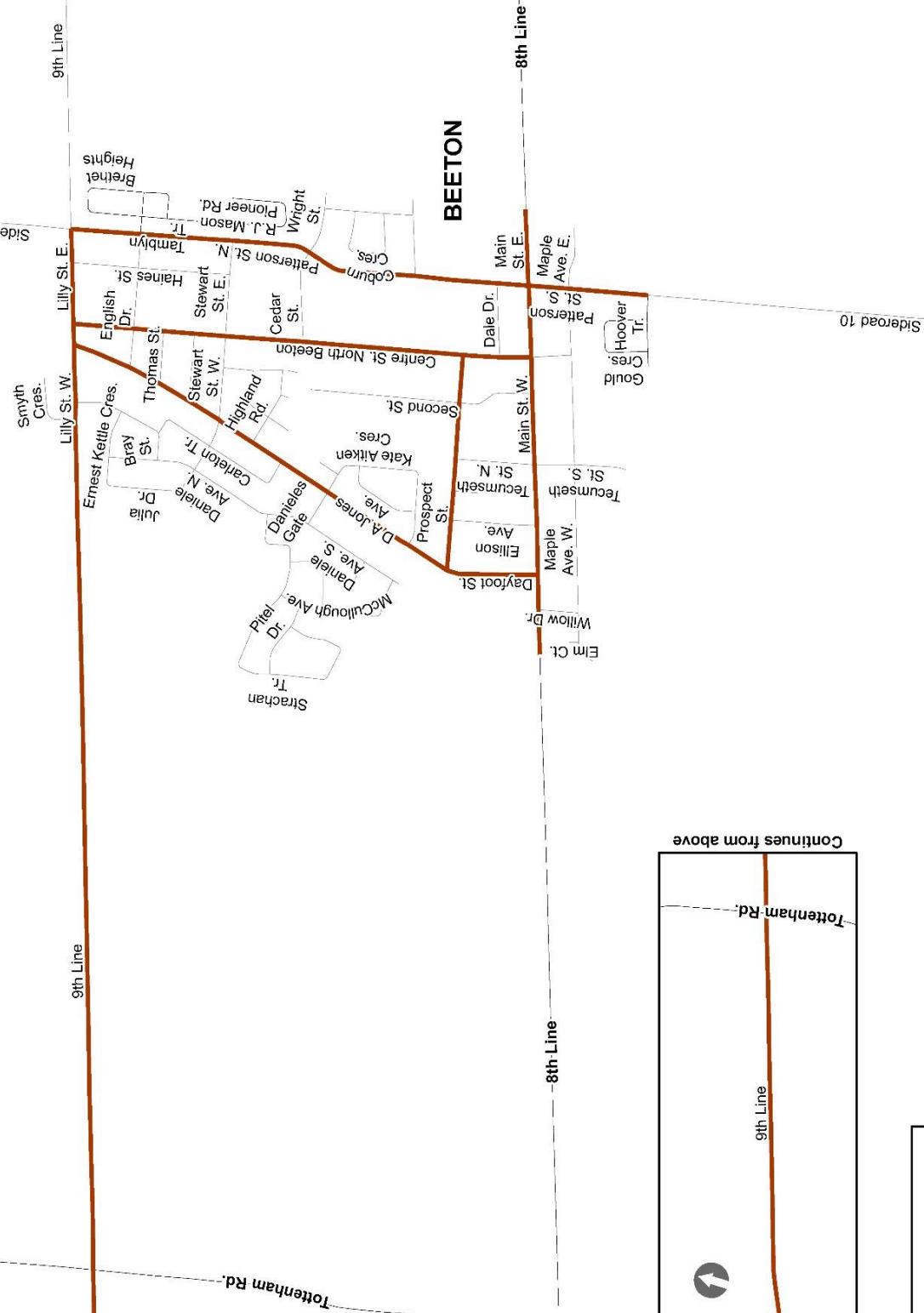


Plow Routes

- B2, PRIMARY
- - - B2, SECONDARY

1089C24

AH3 – BEETON AFTER HOURS PLOW ROUTES 2025



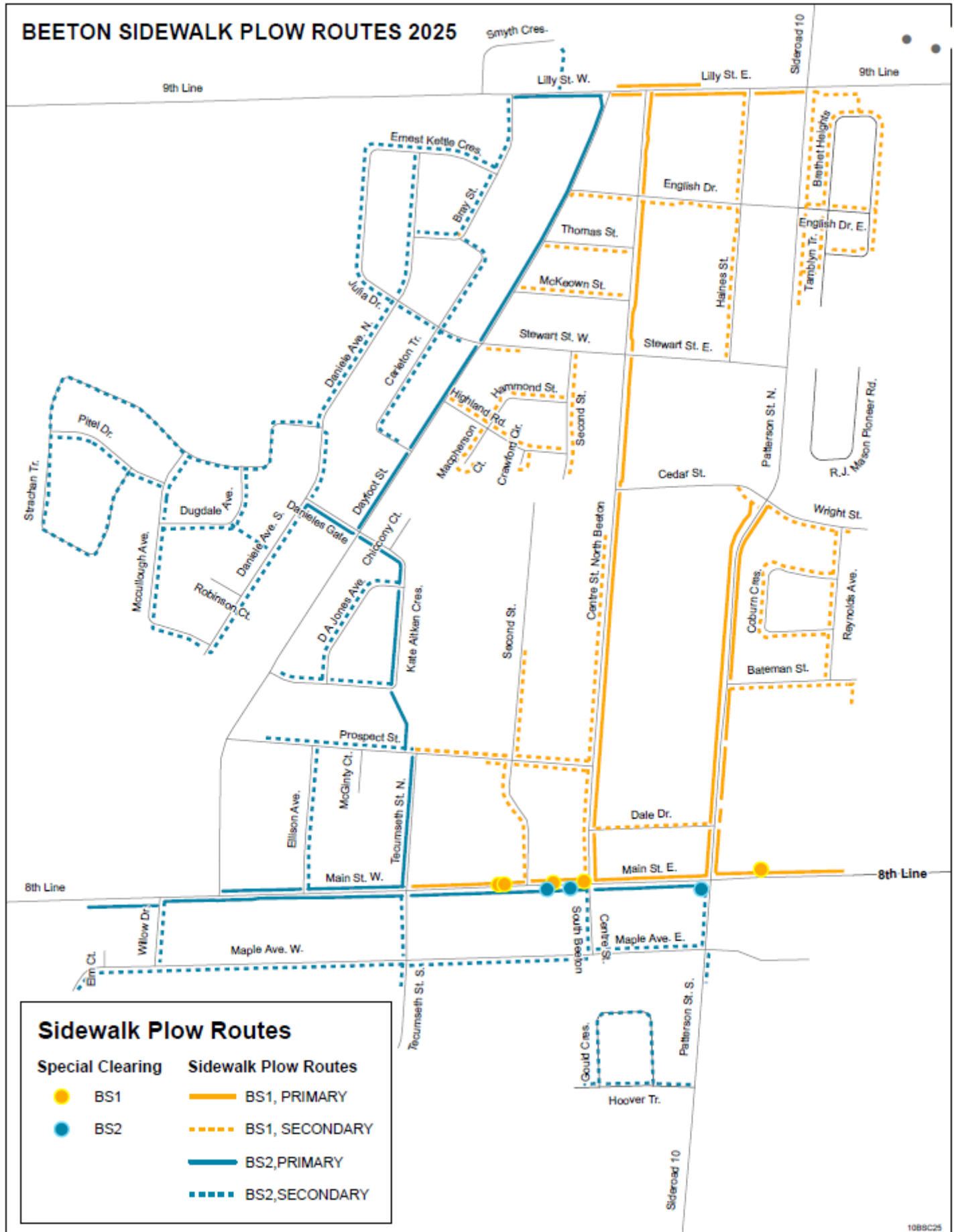
Plow Routes

- Roads Depot
- After Hours - Beeton

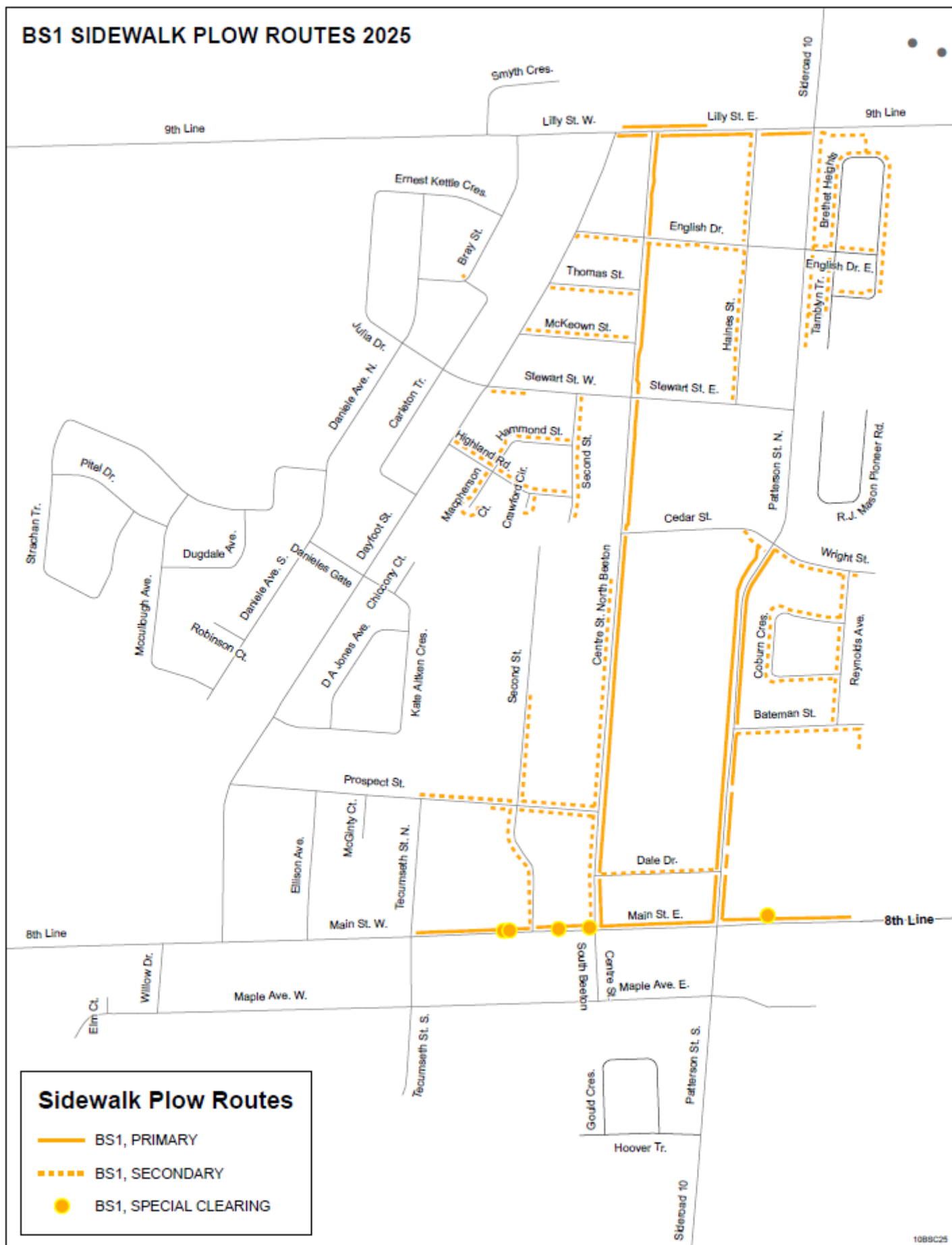
● ROADS DEPOT 2

106SC24

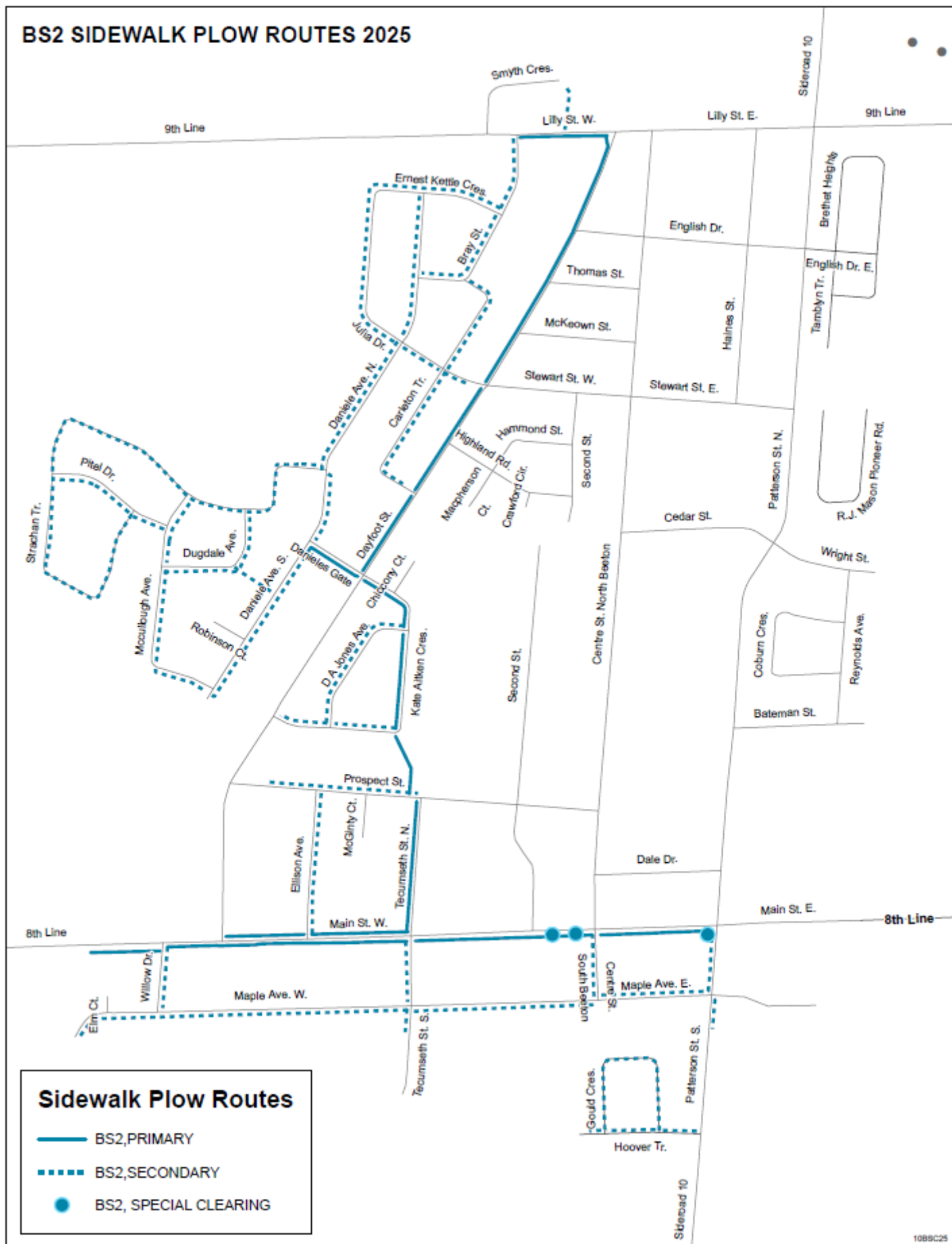
BEETON SIDEWALK PLOW ROUTES 2025



BS1 SIDEWALK PLOW ROUTES 2025



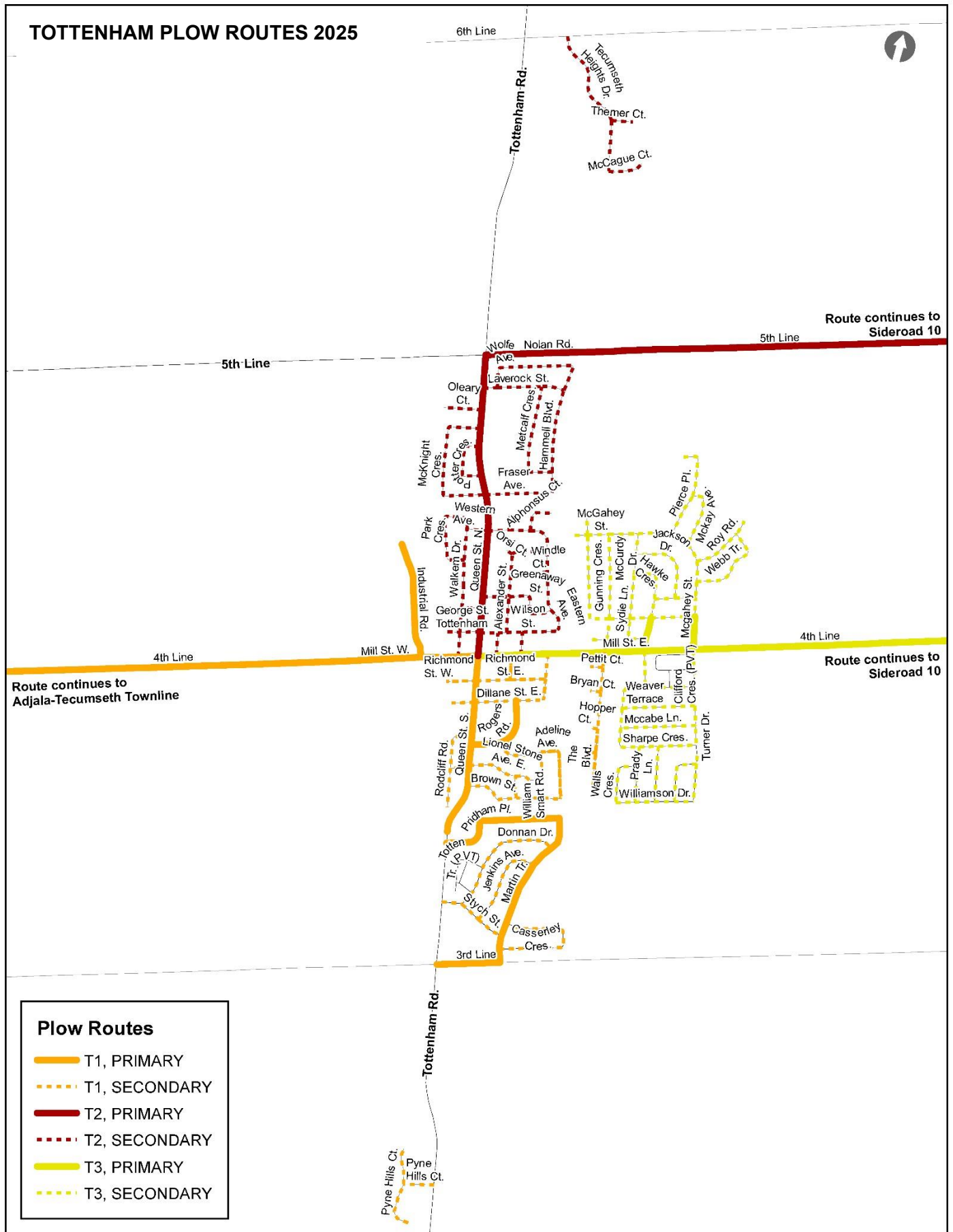
BS2 SIDEWALK PLOW ROUTES 2025



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Appendix H: Depot 3 Routes – Tottenham

TOTTENHAM PLOW ROUTES 2025



4th Line

--- T1, SECONDARY

	2nd Line	2nd Line
--	----------	----------

	2nd Line	2nd Line
--	----------	----------

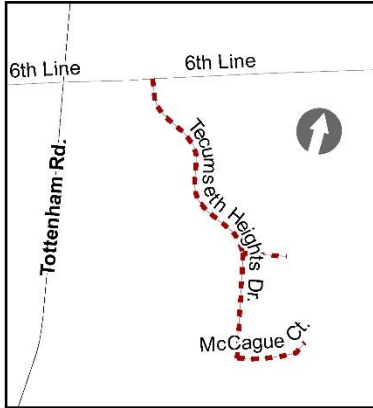
Tottenham Rd. - Tottenham Rd.

Pyne Hills Ct.

T2 PLOW ROUTES 2025



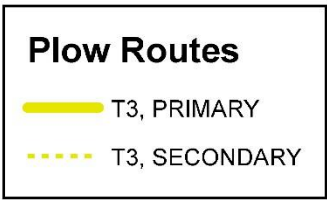
Route continues to
Sideroad 10



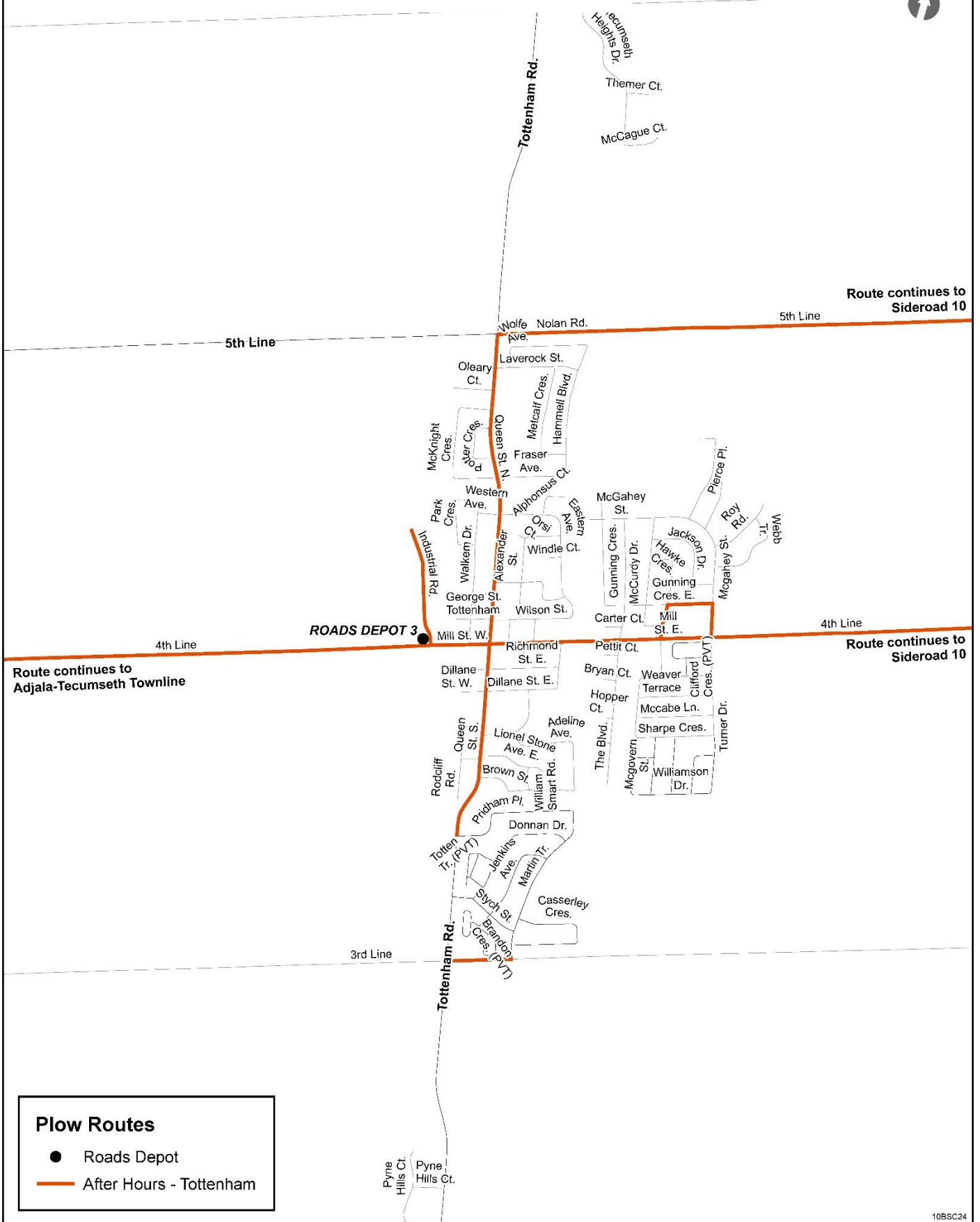
Plow Routes

- T2, PRIMARY
- - - T2, SECONDARY



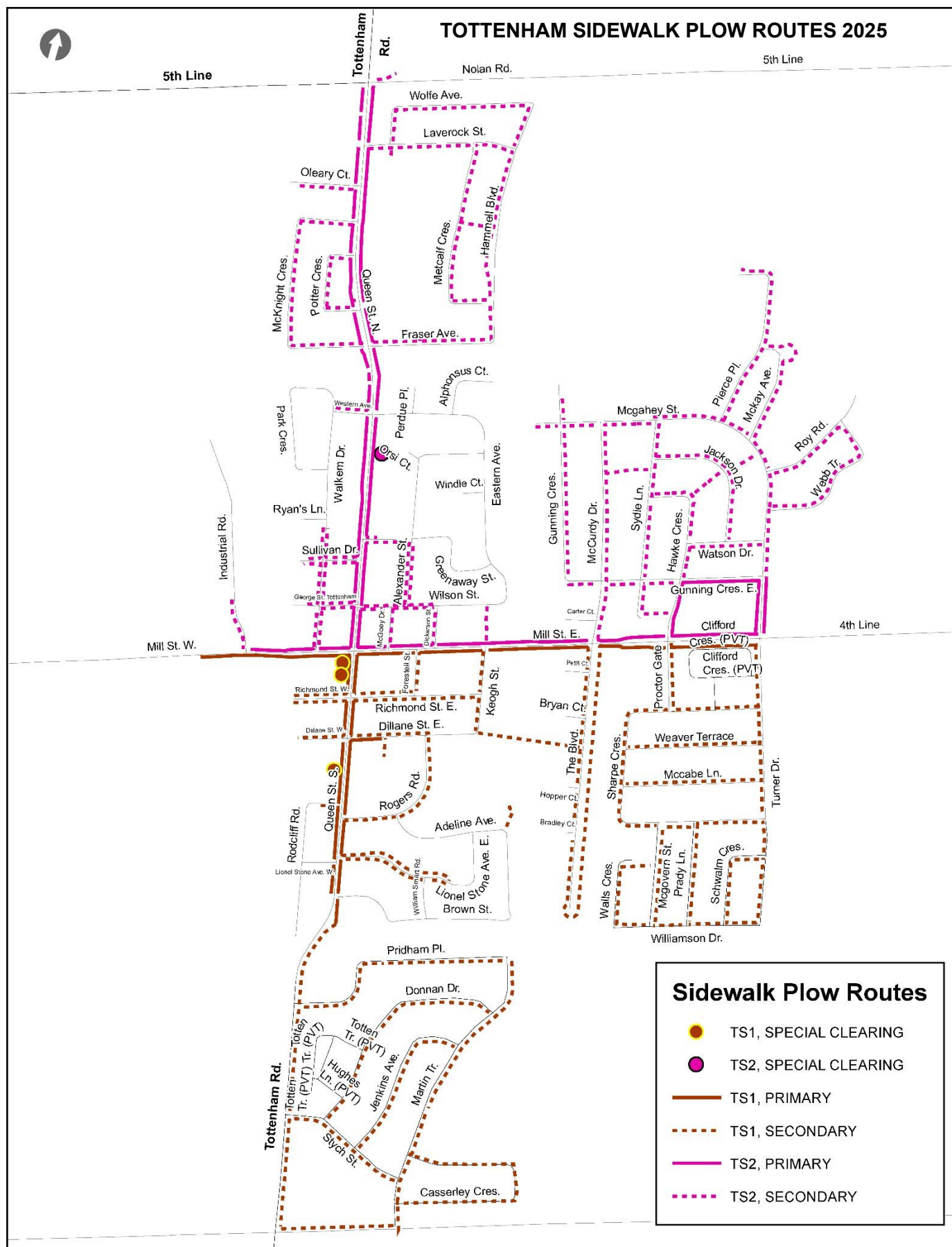


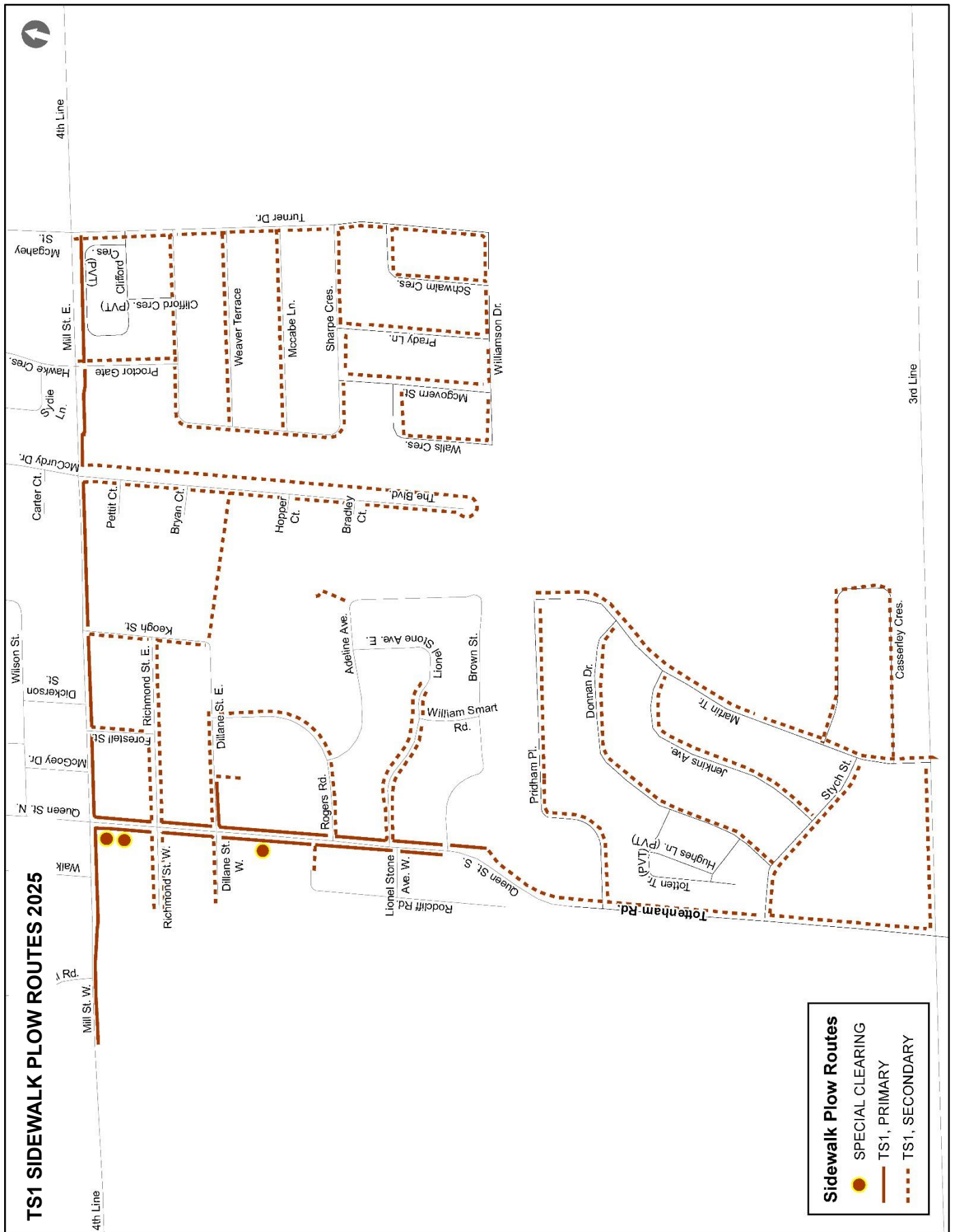
AH4 – TOTTENHAM AFTER HOURS PLOW ROUTES 2025

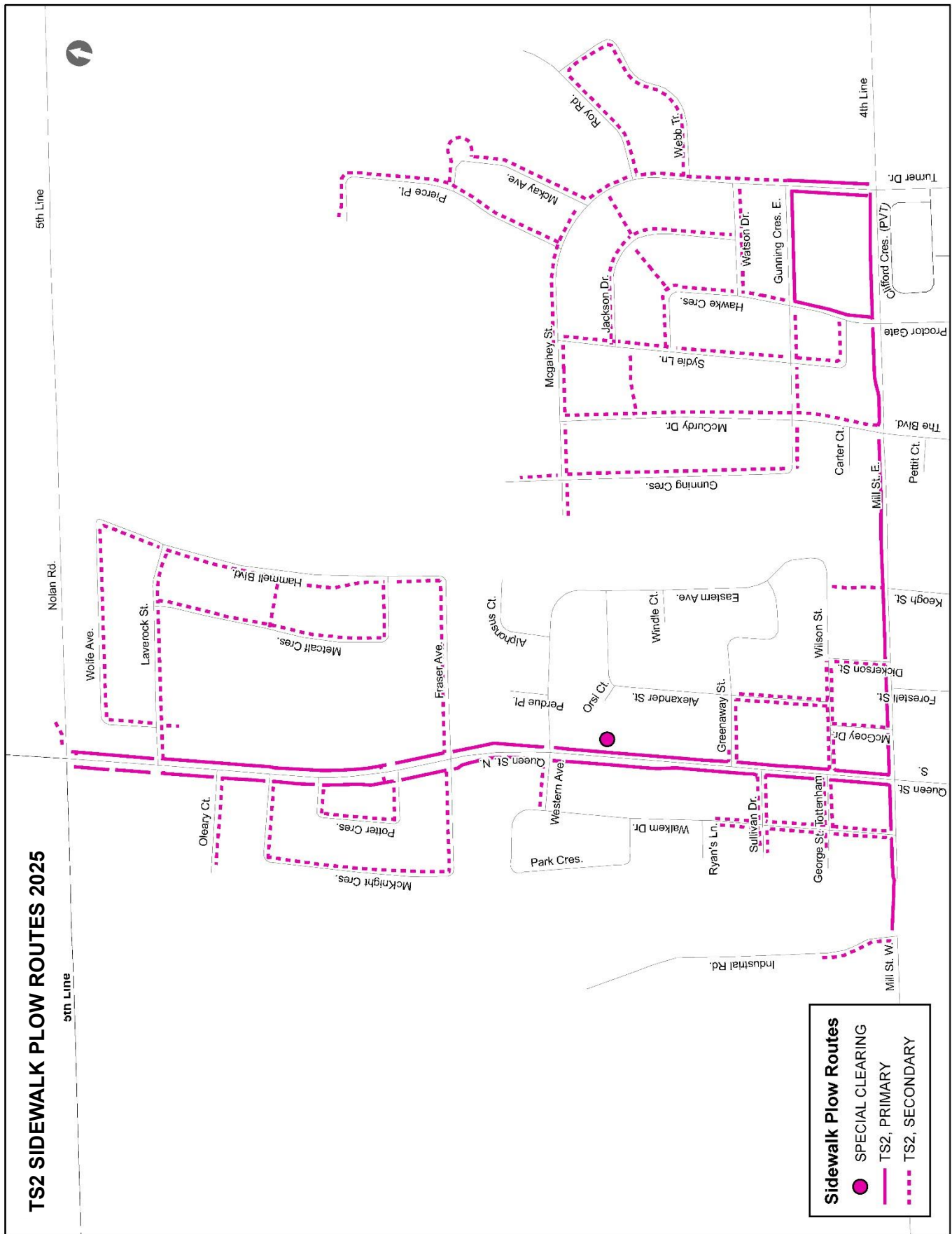


10BSC24

TOTTENHAM SIDEWALK PLOW ROUTES 2025

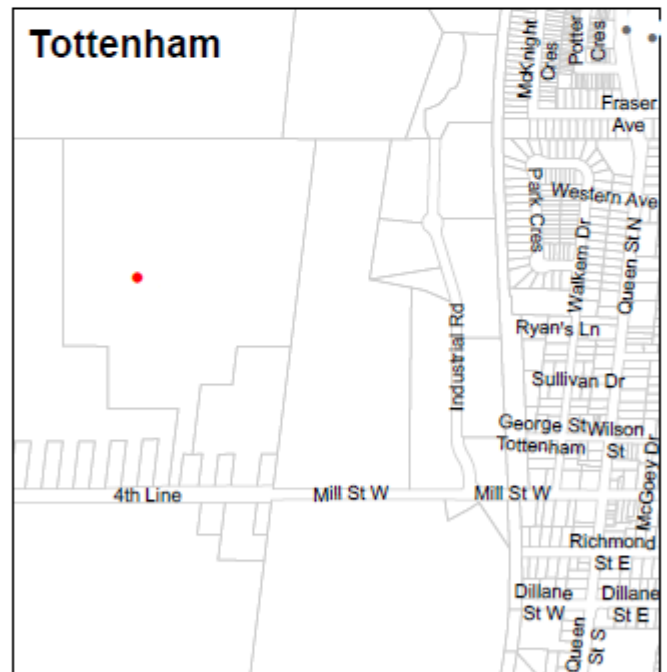
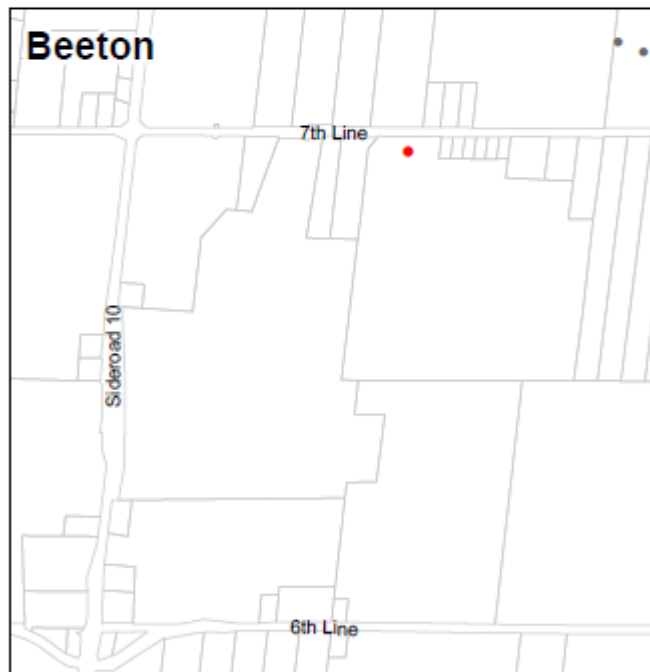
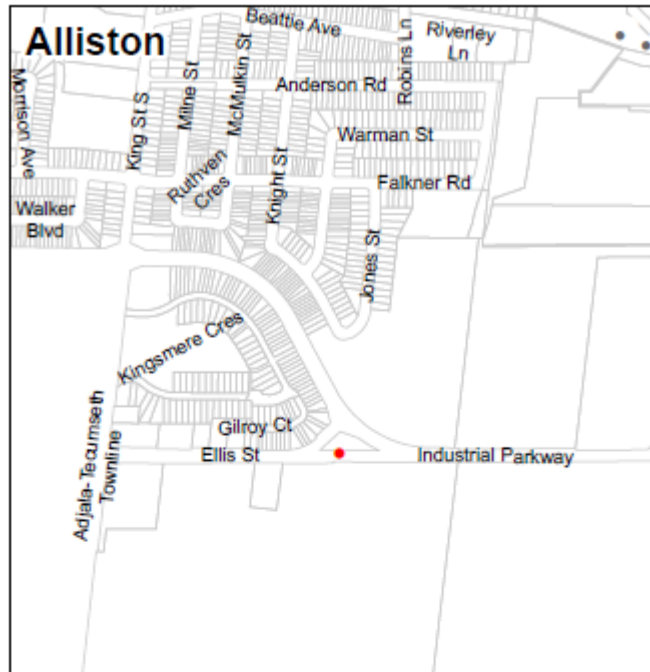






Appendix I: Snow Storage Locations

Snow Storage Locations



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Appendix J: Bridge Deck Map

BRIDGE DECKS 2025



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