

THE CORPORATION OF THE TOWN OF TECUMSEH

POLICY MANUAL

POLICY NUMBER: 36/02	EFFECTIVE DATE: December 11, 2001
SUPERCEDES: N/A	APPROVAL: RCM 687-01 Adopted by Council December 11, 2001
SUBJECT: WINTER CONTROL POLICY	

1. Purpose

- 1.1 The purpose of this policy is to set out the guidelines and circumstances under which the Town of Tecumseh shall provide winter control services. It sets out the requirements that the Town of Tecumseh shall abide by in regards to winter control.

2. Scope

- 2.1 The major objectives for WINTER OPERATIONS are:

- To reduce the hazards of icy road conditions to motorists;
- To reduce economic losses to the community and industry caused by workers not being able to get to their jobs;
- To facilitate the handling of emergencies by fire and police officials;
- To maintain safe, passable school bus and winter recreation routes.

3. Summary of Quality Standard:

- 3.1 The levels of service for WINTER OPERATIONS shall be in accordance with the following:

CLASS I – BARE

Definition: All paved roads with winter average daily traffic (W.A.D.T) in excess of 1,500.

- Surfaces shall be maintained **AS BARE AS POSSIBLE** through the **CONTINUED USE** of all assigned men, equipment and materials suited to the conditions;
- The maximum allowable snow accumulation is **2 INCHES**;
- Frequency of coverage (either plowing or spreading) shall not exceed **6 HOURS**.

CLASS II – CENTRE BARE

Definition: All paved roads with W.A.D.T. from 250 to 1,500.

- A centre strip of **6 to 8 FEET** shall be maintained **AS BARE AS POSSIBLE** during a storm by the use of men, equipment and materials suited to the conditions;
- The maximum allowable snow accumulation is **3 INCHES**;
- Frequency of coverage (either plowing or spreading) shall not exceed **8 HOURS**;
- The remainder of the road surface shall be bared **ONLY** when men and equipment are **NOT** required for maintaining the more important Class I roads;
- **OVERTIME IS NOT AUTHORIZED** for baring the remainder (that portion of the road surface outside the 6 to 8 foot strip) of the road surface;
- **PLOWING ONLY** shall generally be used for baring the remainder of the road surface. The amount of **SALT** required to **MELT OFF** the remainder makes this an extremely **UNECONOMICAL** treatment.

CLASS III – SNOWPACKED

Definition: All roads with (W.A.D.T.) less than 250 and **ALL** loose top surfaced roads.

- Surfaces shall be maintained in a **SNOWPACKED** condition during a storm by the use of assigned men and equipment;
- The maximum allowable **FRESH** snow accumulation is **3 INCHES**;
- Frequency of plowing (grading) coverage shall not exceed **8 HOURS**;
- **PLOWING** shall generally be the only treatment accorded snow packed roads. **SANDING** of icy areas may be required at times on steep grades, curves and intersections.

4. General:

- **SALT** shall, whenever possible, be applied very early in a storm in order to take advantage of the brine sandwich effect;
- **SALT** shall be applied at the minimum rate of **400 LBS. per MILE**;
- **CONTINUOUS SANDING** shall generally be carried out **ONLY** during freezing rain or general icy conditions caused by failure of other treatments;
- **CONTINUOUS SANDING** shall be carried out at a rate of **2/3 CUBIC YARDS per MILE**;
- Predetermined **ROUTES** for plowing, sanding and salting **SHALL BE FOLLOWED** except in critical situations;
- Emergency conditions **MAY INCREASE** the maximum allowable accumulations and/or the frequency of coverage for all levels of service;
- Systematic road patrols **WILL NOT** be undertaken during the winter months; Winging should be done only when roadside storage is restricted due to windrow build-up;
- Generally winging back should be done during regular time hours unless additional plowing is impossible due to windrows;
 - Blowing snow and high winds sometimes cause dangerous whiteout conditions during winter control operations. When and where these conditions are prevalent, no plowing or salting will be undertaken until the Road Superintendent is of the opinion that this dangerous condition no longer exists.