

# THE CORPORATION OF THE TOWNSHIP OF RAMARA POLICY

DEPARTMENT: MUNICIPAL WORKS

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POLICY: WINTER CONTROL POLICY

POLICY NO: W-01-12

Adopted by Council: April 16, 2012

## **Statement:**

Winter control services, for areas within the Township of Ramara's jurisdiction, follows a Council approved Winter Control Policy which meets Minimum Maintenance Standards for Municipal Highways. It is acknowledged that conditions may occur which will prevent the achievement of this level of service and that Municipal Works must work within available resources such as funds, equipment, and manpower. Weather conditions may also have a major effect on desired level of service. The driving public will be expected to reduce speed and drive according to weather and road conditions.

## **Purpose:**

The purpose of this policy is to provide a guideline for Municipal Works staff to follow when performing winter control services in order to meet the following objectives:

- Reduce the hazards of icy road conditions.
- Reduce economic losses to the community and industry.
- Facilitate the access of emergency services.
- Provide safe school bus routes.
- Provide local access for the driving public.

## **Application:**

All roads, within the Township of Ramara, do not require the same level of service. Service given is in accordance with the role a particular road plays within the total transportation network. In accordance with the Minimum Maintenance Standards for Municipal Highways, *Municipal Act 2001*, roads within the Township of Ramara's jurisdiction fall into four categories:

- Class 3
- Class 4
- Class 5
- Class 6

Road classes are based on the Average Annual Daily Traffic (AADT) count as well as the posted or statutory speed limit.

For example a road with an AADT of 1,000 or more but less than 2,000 would be

- Class 3 if the speed was greater than 60 km/hr,
- Class 4 if the speed was greater than 50 km/hr but not greater than 60 km/hr, or;
- Class 5 if the speed was 40 km/hr or less.

1. Winter Road Patrol

From December 1st to March 31st a crew leader will be in charge of performing a winter road patrol by driving a selection of roads, when weather conditions warrant, in order to determine the need for maintenance. Patrols will be documented. Not all roads are individually patrolled. Patrols will commence no earlier than 3 a.m. and cease at 6 p.m.

2. Snow Plowing

After becoming aware of the fact that snow accumulation on a roadway is greater than the depth set out in the following table, snow clearing resources will be deployed. Roads will be plowed within the time lines set out.

Class of Road	Depth	Time
3	8 cm (3")	12 hours
4	8 cm (3")	16 hours
5	10 cm (4")	24 hours

Plowing will commence no earlier than 4 a.m. and cease at 8 p.m., unless severe conditions or emergency services require it. Plowing outside these core hours (4 a.m. to 8 p.m.) shall be authorized by the Manager of Municipal Works or CAO.

3. Ice Treatment

After becoming aware of the fact that a roadway is icy, icy roads will be treated with sanding or ice blading within the time line set out as follows:

Class of Road	Time
3	8 hours
4	12 hours
5	16 hours

a) Sanding

Class 3 and Class 4 paved roads will be sanded in their entirety to achieve center bare conditions. Class 5 paved roads will be sanded at intersections, curves, hills and railway tracks. Gravel roads will be spot sanded when ice blading cannot be achieved within the time frames above.

Blanket coverage shall occur only during extreme icy conditions and/or freezing rain.

Sanders will commence no earlier than 4 a.m. and cease at 8 p.m., unless severe conditions or emergency services require it. This shall be authorized by the Manager of Municipal Works or CAO.

Sand/salt mix shall be spread at a rate of 225kg to 280 kg per kilometer and shall be a minimum of 4% salt.

b) Ice Blading

Gravel roads will be ice bladed either by grader or drag when temperatures and conditions allow.