



County of Haliburton Winter Maintenance Policy

TABLE OF CONTENTS

- POLICY STATEMENT.....2
-
- OBJECTIVES.....2
-
- ROADWAY SERVICE STANDARDS
 - WINTER ROAD CLASSIFICATION and SURFACE
CONDITION..... 3
 - WINTER INSPECTION..... 3
 - SNOWFALL ACCUMULATION4
 - ICE4
- DEFINITIONS.....5 to 7
- LIST OF ROUTES Attached each year
- PERSONNEL INFORMATION..... Attached each year
- WORK SCHEDULE CALENDAR Attached each year

STATEMENT OF POLICY

The County of Haliburton will provide efficient and effective winter maintenance on all roads under its jurisdiction in accordance with Provincial Minimum Maintenance Standard O. Reg. 239/02 and the objectives stated in this policy. The County of Haliburton Road Department will provide equipment, labor and materials on a continuous basis for winter maintenance from the first of November through to the first of April the following year.

OBJECTIVES

- A uniform degree of effort will be established for each classification of road in the County system. The uniform effort for each class will not necessarily result in the same level of service due to topography, and surface type. All roads will be classified and maintained in accordance with the standards contained in O.Reg.239/02.
- Roadway service standards are to be attained through the use of County employees and equipment as well as private contractors, and agreements with Municipal Roads Departments within the County and neighboring Counties.
- A list of the routes will be established and up dated as required and attached to this policy document.
- A regular deployment schedule for maintenance will be established and unscheduled operations will be the responsibility of the Patrol Person on duty or as covered under agreement with out side parties.
- Guidelines for this policy will be established containing information and direction for; record keeping, sand/salt application rates, plowing frequencies, condition and treatment reporting, equipment maintenance and other relevant items.
- The maximum speed for plowing on hard surfaces will be 60km per hour. The maximum speed for plowing on loose surfaces shall not exceed 35 Km per hour and the maximum speed for plowing shoulders will be 25 Km per hour.
- A list of names and phone numbers of personnel responsible for the winter maintenance program will be established and distributed. This list will be updated when required and shall be attached to this policy document.
- Requests for additional or upgraded service will be submitted to the Director of Public Works. All such requests once approved will be documented on the list of routes and road classification sheet if required.

WINTER ROAD CLASSIFICATION

Each County Road has been assigned a winter maintenance classification. Each classification has then been assigned conditions to be met within a particular time frame for, Snowfall Accumulation, Icy Roads, Routine Inspection.

CLASSIFICATION O. Reg. 239/02	ROAD NUMBERS	SURFACE CONDITION
3	21, 121, 503	BARE PAVEMENT
4	1, 3, 6, 7, 14S, 16, 507, 648	CENTER BARE
<u>5</u>	2, 4, 5, 8, 9, 10, 11, 12, 13, 14N, 15, 17, 18, 19, 20, 39, 48	SNOW PACKED

WINTER INSPECTION

All County Roads undergo winter inspection during routine patrolling. The minimum standard for the frequency of routine patrolling is set out in the table below. A winter maintenance patrol schedule will be developed and personnel assigned to carry out the patrol duties. Patrol personnel will be responsible for monitoring weather conditions and dispatching equipment and labor to meet the objectives of this policy and O. Reg. 239/02.

INSPECTION	
CLASS	MAXIMUM CYCLE
3	7 days
4	14 days
5	30 days

SNOWFALL ACCUMULATION

Resources will be deployed to remove snow accumulation as soon as practicable after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Table below (O. Reg. 239/02, s.4,). After the snow accumulation has ended snow will be cleared and the roadway returned to the desired surface condition within the time frames set out in the Table. Snow accumulation will be cleared from the roadway to within a distance of 0.6 metres inside the outer edges of the roadway. On Class 4 and 5 roads with two lanes, the snow accumulation will be cleared to a width of at least 5 metres.

If the road surface temperature is too low to accomplish the desired surface condition within the specified time for Class 3 and 4 roads the surface condition objective will not be met. Resources will be deployed to provide the desired surface condition in the shortest time practicable.

If a winter event becomes so severe that resources cannot safely continue, all operations involved in the clearing of snow accumulation will be suspended until conditions improve.

In the event that operations are suspended for a period of time that would prevent accomplishing the objectives of this policy, the Director of Public Works or his designate will notify all emergency services, local school board, radio station and the CAO.

Clearing of windrowed snow at all residential driveways, commercial and industrial entrances will be the responsibility of the property owner.

CLASS	SURFACE CONDITION	TIME	DEPTH
3	BARE PAVEMENT	12 hours	8 cm (3")
4	CENTER BARE	16 hours	8 cm (3")
5	SNOWPACKED	24 hours	10 cm (4")

ICY ROADWAYS

Resources will be deployed to treat icy roadways as soon as practicable after becoming aware that the roadway is icy. The roadway will be treated within the time set out in the Table below (O. Reg. 239/02, s.5)

CLASS	TIME
3	8 hours
4	12 hours
5	16 hours

DEFINITIONS

Standards require care in interpretation. There are many terms used, which need to be specifically defined. Without the definition misunderstanding may result. All Words defined herewith need to be understood in the context of the roadway service standards in which they are used.

AA DT...Average Annual Daily Traffic is a technical measurement of traffic volume on a road, in both directions. Conversion factors, which vary depending on time of year and week, extrapolate daily traffic counts into AADT. See seasonal AADT.

Ambient Conditions...are conditions that are commonly found in a stabilized environment. Normally in ambient conditions there are no negative effects actively reducing the existing conditions. (i.e. storm, excess traffic or construction effects are not in evidence.) See storm conditions.

Aspects... in the context of these standards refers to specific elements of roadway service that are defined by these standards.

Bare...conditions refer to winter road conditions where all traveled lanes are effectively clear of snow build-up or general ice conditions which might impair the safe travel on the road below the travel speed under ambient conditions.

Center Bare...conditions refer to winter road conditions where one wheel track of each of the traveled lanes is substantially clear of snow and ice conditions allowing the user to negotiate safer travel than if snow packed or general ice conditions prevail.

Conditions... defines the state in which the subject matter is found. The standard indicates the condition being measured.

Class...in the context of these standards refers to the criteria for classifying roadways CONTAINED IN O.Reg. 239/02.

Cycle...is that time interval between inspections conducted for a specific purpose. Consideration can still be made for inspection cycle time adjustments at the discretion of the supervisor for mitigating circumstances that are often uncommon or unpredictable nature.

Day...is a calendar day, measured to the end of the following day.

Effect...is the acting of an external influence on the condition of any aspect of the roadway.

Improved...condition refers to the condition being better than it was before, from the perspective of a typical user, all other effects being equal.

Inspection...is the activity performed by a person authorized and directed by the roadway authority to investigate and report on the relevant conditions of the roadway. The roadway authority shall determine qualifications for inspectors, that are relevant to the nature of the inspection performed. General inspection has regard for road surface and roadside standards. Winter inspection has regard for winter road surface standards.

Lane...is that portion of the road designated for a single file of vehicles to travel over, in one direction. For roads where two way traffic is permitted, the lane width is half the road width unless delineated otherwise by pavement marking.

Localized...conditions, for the purpose of these standards, occur on short lengths of roadway specifically on bridges, intersections, curves and hills.

Notice...of an effect or condition is deemed to have been given when received by an appropriate supervisor of the road authority.

Policies...are decisions of a formal nature made by a roadway authority to enable, qualify and govern the mission of that authority. Policies are normally qualified as to scope and application. A policy should only be exempted or altered by the body that created it. Municipal policy is best established in the form of a bylaw. Policy should not be confused with operational procedures or quality standards.

Operations...are those activities which a road department performs to improve a condition or sustain a roadway standard. Operations are normally defined by guidelines (not policy), with discretion of the supervisor to choose various methods to achieve results cost effectively.

Response...describes that action taken by the roadway authority when informed of an effect or condition. Monitoring an effect or condition may constitute a response. A reasonable response takes into account the relevant standards.

Road...refers specifically to the traveled road surface on a roadway assumed by a roadway authority, but not including on-street parking or stopping zones.

Roadside...refers to all the elements or conditions which make up the roadway within the jurisdiction of the roadway authority, except for the road surface itself.

Roadway...in the context of these standards means any public assumed road right of way, intended for vehicular traffic. It refers not only to the traveled road surface, but to all services relevant to the road, within the right of way.

$$\text{Roadway} = \text{Road} + \text{Roadside}$$

Roadway Authority...is the public agency accountable for the status and condition of the roadway. This refers to the Corporation of the Municipality and its designated officials or agents.

Safety...is a general term identifying the concept of mitigating bodily injury or death of persons, or direct damage (beyond wear and tear) to vehicles or contents. The obligation to safety in the context of service standards requires that the user operates in a safe manner giving consideration to the relevant effects and conditions, the vehicle is in good condition, satisfies any load restrictions, and contents are properly secured.

Service...can be defined in two contexts. In the larger context any government activity is a service. A roadway network is a service, as is a library, potable water supply, etc. When used in the context of these standards, "service" refers more specifically to aspects of a roadway and their condition. Services are seen from the perspective of the user.

Shoulder...is that maintained surface immediately adjacent to the traveled surface of the road. The shoulder may be partially or fully hardtop, loosetop, grassed or earth. It is not considered a part of the road for these standards.

Snowpacked...conditions refer to winter road conditions where the traveled surface of the road is covered with a build up of snow and/or ice and allows the user to manage safe travel.

Speed...refers to the average speed at which an average automobile can safely travel on a road of reasonable length, without the effects of traffic. This does not refer to design speed or legal speed unless specifically qualified. Posted speed is either legal or advisory.

Standards...are quantified statements, defining the nature of a product or activity. Usually such standards are minimum or desirable, and in this context refer specifically to the roadway service standards adopted as policy, by a roadway authority.

Storm...conditions or effects are where natural or external effects are acting upon the roadway to reduce the condition as defined by one or more roadway service standards. It does not refer to weather conditions which do not impact on the infrastructure. Storm conditions could include wind, rising and moving water, precipitation, cold temperatures (below-15°), snowfall, freezing rain, hail, blowing snow, etc.

Supervisor...refers to a manager in a road department who is accountable for the deployment of operations which impact on the condition of roadway services.

Winter...is that season when cold weather effects on road conditions can be reasonably expected. This season can be specifically defined by the road authority.