

WINTER MAINTENANCE PROGRAM

Snow Removal and Ice Control Policy

This policy is intended to provide guidelines for the procedures that the Public Works Department will use when contending with winter storms. As all winter storms are not the same and as conditions frequently change during a single storm, these guidelines are also subject to change in order for the Public Works Department to meet the objectives and level of service set out in this policy.

IMPORTANCE OF A WRITTEN POLICY:

A written policy will serve to protect the Town to some degree should a series of accidents occur during the course of a winter storm. By outlining the objectives and level of service that the Town will strive to provide for motorists, a determination can be made as to whether the objectives and level of service has been attained. If the objectives and level of service cannot be achieved, this policy will also stipulate the conditions and reasons that caused the failure to achieve them (disclaimers).

This policy will aid employees in understanding what is expected of them.

The policy will make residents aware of what level of service to expect during winter storm events.

This policy will provide a basis for preparing the budget for winter maintenance of the roads and streets in the Town of Hanover.

LEVEL OF SERVICE AND OBJECTIVES:

There will be four classifications of roads in the Town of Hanover. The level of service and objective for each class are as follows:

Class A - Major arteries and collectors: The roads in this class are College Street, East Wheelock Street, Hanover Center Road, Lebanon Street, North Main Street, North Park Street, Route 10 (Lyme Road), South Main Street, South Park Street, Trescott Road and West Wheelock Street. These roads will be continuously plowed and salted as required throughout any winter storm event with the objective being bare pavement as soon as practical after the storm. Salting will be augmented with a liquid or solid anti-icer/de-icer whenever necessary to achieve the objective. Sand will not be used except during very icy conditions when a traction aid is necessary. An acceptable accumulation of snow on these roads would be one and one-half (1.5) inches. The maximum average accumulation would be three (3) inches.

Class B - Bus routes and steep inclines: All bus routes and any steep inclines will be continuously plowed except when prolonged storms may affect the ability of truck drivers to operate in a safe manner. If and when a concern for safety arises, maintenance will cease for a period not to exceed four (4) hours. Salt and salt augmented with anti-icer or de-icer will be applied as necessary on all roads designated as salt routes with the objective being bare pavement as soon as practical after the storm. On gravel roads the objective is to provide a hard surface with sufficient sand to provide reasonably safe driving conditions. During

periods of heavy snowfall that render sanding ineffective, sanding operations may be suspended until such time that the application of sand will be effective again. An acceptable accumulation of snow on these roads would be two (2) inches. The maximum average accumulation of snow would be four (4) inches.

Class C - Minor arteries and collectors: Roads and streets carrying light commuter traffic will be plowed continuously during storm events to keep the roads as clear as possible. However, during major storm events maintenance may be postponed if it becomes necessary to assign trucks and/or equipment to major arteries and collectors in order to keep them (major routes) passable. Trucks will be reassigned to their original routes as soon as possible. Sanding will be limited to hills and intersections except when icy conditions warrant full scale sanding operations. The objective is to provide reasonably safe driving conditions for a prudent driver. An acceptable accumulation of snow on these roads would be two and one-half (2.5) inches. The maximum average accumulation of snow would be five (5) inches.

Class D - Rural roads and urban side streets: Short roads and streets in strictly residential areas will be plowed continuously during average storm events. However, if conditions are such that Class A, B and C roads cannot be safely maintained, trucks and/or equipment assigned to Class D roads will be assigned to the A, B and C roads until they are reasonably safe for travel and the stated objectives can be achieved for the A, B and C roads. The objective is to provide reasonably safe driving conditions as soon as possible after the storm terminates. Sanding will be on an as needed basis. An acceptable accumulation of snow on these roads would be three (3) inches. The maximum average accumulation of snow would be six (6) inches.

It should also be noted that there may be times when the level of services cannot be maintained and the objectives cannot be achieved. This could be due to such things as equipment breakdowns, extremely severe storms and traffic tie-ups. However, the Public Works Department will make every effort to maintain the level of service and to achieve the stated objectives.

OPERATIONS:

The materials available to the Public Works Department for winter road maintenance include; sodium chloride (salt), blended salt, calcium chloride (CaCl₂) in liquid and solid form and sand. Application of these materials will be according to the recommended practices. The amounts shown are the minimum with increasing amounts applied as conditions warrant. Plowing during storm events will be a continuous operation whenever possible until the storm terminates. Upon termination of the storm, final plowing and clean-up will take place with application of the necessary materials following until the objectives have been met.

Calcium chloride in liquid or solid form will not be used when temperatures are 25° F (twenty-five degrees Fahrenheit) or higher and will remain there or rise. Common salt works well in this temperature range and does not need the addition of calcium chloride to be effective.

When the temperature range drops below 25° F (twenty-five degrees Fahrenheit), salt begins to lose its effectiveness and its action slows. When the temperature range is 10° F (ten degrees Fahrenheit) to 25° F (twenty-five degrees Fahrenheit), liquid calcium chloride (or other anti-icer/de-icer) will be added to the salt at the rate of ten (10) gallons per ton of salt. This will speed up the action of the salt and also lower the freezing point of moisture on the road. The application of this mixture will continue as required until the termination of the storm.

When the temperature is 10° F (ten degrees Fahrenheit) or lower, the application of chemicals may be suspended as their effectiveness decreases. The application of sand to increase traction may be required but its effectiveness is limited. Plowing will continue and the application of the sand will be on an as needed basis.

IMPACT ON SAFETY SERVICES:

During the course of an average storm event, conditions should be such that Safety Services vehicles will be able to travel on all roads in the Town of Hanover. When extreme conditions are encountered, the Public Works Department will advise Safety Services of any change in the normal practices of the winter maintenance routine. If Safety Services needs to respond to a call during an extreme storm event they should notify Public Works as soon as possible. Public Works will then assign the nearest available truck(s) or equipment to the route of travel of the Safety Service vehicle(s) to ensure that the route is passable.