



**THE TOWN OF WASAGA BEACH
PUBLIC WORKS DEPARTMENT**

WINTER CONTROL POLICY

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DISCLAIMER

This Policy is based on normal winter weather conditions, reliability and availability of resources both human and physical. The Town does not guarantee a level of service under abnormal or extreme winter conditions nor in the event of a work stoppage.

It is acknowledged that conditions may occur which temporarily prevent achieving levels assigned, including 'significant weather events' as defined in the Policy herein. In such cases, efforts will be made to keep roads open, consistent with available resources.



THE TOWN OF WASAGA BEACH PUBLIC WORKS DEPARTMENT WINTER CONTROL POLICY

SECTION 1.0 POLICY

- 1.1 The Town of Wasaga Beach will ensure that roadways are maintained in such a manner as to minimize economic loss to the community, prevent or reduce accident and injury and facilitate access for emergencies by the emergency responders and police services.
- 1.2 The Town will establish a level of service that is adequate for winter control operations for municipal roads and parking lots and to allocate the appropriate budget and resources that are needed to provide that level of service.
- 1.3 As a minimum, the Town will adhere to the Minimum Maintenance Standards (MMS) for Municipal Highways as prescribed by the Ontario Ministry of Transportation under O.Reg. 239/02, as amended from time to time.
- 1.4 The Town acknowledges that there may be times when, due to the severity of a winter storm, the level of service may not be achieved within the usual time allotted. Under such circumstances, the Town will endeavour to recover winter maintenance operations in accordance with the Winter Control Policy as soon as practicable.

SECTION 2.0 OBJECTIVES

The objective of the Winter Control Policy is to define standards to be maintained and procedures to be followed, to reduce the hazards resulting from winter snow and ice, in order to maintain the Town's roadways and sidewalks in a safe condition.

Winter control standards establish levels of service for snow and ice control based on classes and priorities of roadways and sidewalks, to ensure the safe and efficient movement of people, goods and services, throughout the Municipality. The standards take into account the difference in traffic conditions and associated required risk management, on the various classes of roadways and sidewalks.

Winter control procedures indicate the actions to be taken in order to maintain the above noted standards. The procedures, in conjunction with the standards, recognize that winter control measures cannot be carried out on all roadways and sidewalks at the same time, and due to the associated

required risk management, must follow the priorities as defined by the classifications of the roadways and sidewalks.

SECTION 3.0 RESPONSIBILITIES

- 3.1 The Director of Public Works is ultimately responsible for the winter control operations within the Town of Wasaga Beach.
- 3.2 The Manager of Operations, reporting to the Director of Public Works, is directly responsible for winter control operations.
- 3.2 The Manager of Operations or designate is responsible for ensuring the winter storm response is in accordance with this **Winter Control Policy**. The Manager of Operations, along with supervisory staff, will be familiar with this Policy and will conduct winter maintenance tasks to achieve and maintain safe driving and ease of traffic flow.
- 3.3 Public Works staff, including Labourers, Truck Drivers and Heavy Equipment Operators, will operate in a safe and efficient manner at all times. They are responsible for ensuring their vehicles and/or equipment is in a safe and mechanically ready state. Drivers and Operators will also be responsible to ensure that their route is completed in accordance with the **Winter Control Policy**. The Drivers and Operators will report to their immediate supervisors if there are any problems or difficulties with their equipment, both at the start of or during the storm response.

SECTION 4.0 WINTER CONTROL OPERATIONS – GENERAL INFORMATION

The Municipalities' season to monitor and perform winter maintenance is between October 1st and April 30th.

On average, the Town of Wasaga Beach receives over 250 centimetres of snow each winter. A major snowfall can produce an accumulation of 30 centimetres or more.

The Town of Wasaga Beach currently has approximately 480 lane kilometers of road, including 19 bridges⁽¹⁾. All of these streets are asphalted, with the exception of a few gravel and chip sealed streets.

The Town of Wasaga Beach has over 25.6km of concrete sidewalks, most of which are cleared of snow.

A total of seven (7) parking lots are also cleared of snow by the Public Works Department, as well as over 1200 fire hydrants.

As the municipality continues to grow, the maintenance of streets and sidewalks is reviewed each year and adjusted, as necessary, to take into account the addition of new infrastructure.

(1) A 'Bridge' is defined as a structure with a span of more than 3.0 metres in accordance with the Public Transportation & Highway Improvement Act. The Town's 19 bridges consist of 9 vehicular bridges and 10 culverts with a span >3.0m.

SECTION 4.1 EQUIPMENT

The following is a breakdown of the vehicles used for winter operations. The number of equipment can vary due to major break down, replacements and reassignments.

- 10 Plow Trucks (6 equipped with sander units)
- 1 Motor Grader
- 3 Loaders equipped with blades
- 1 Tractor equipped with reversible blade and/or rear-mount blower
- 1 Tractor Loader Backhoe
- 1 Blower
- 3 Multi-Purpose Sidewalk plows or blowers

The Public Works Department has a winter preparedness plan to have the snow removal equipment ready for service and in place by October.

SECTION 4.2 HOURS OF WORK

Regular Shift

- Depending on the start time and duration of a winter storm event, winter control activities will generally commence at 7:00am and continue until all roads and parking lots have been serviced.
- It is recognized that this may be amended under abnormal weather (i.e. wet snow, icy conditions) and/or heavy snowfall conditions; whereby staff may be called in at 4:00am to initiate winter control operations. Alternatively, shift starting times may be adjusted at the discretion of the Director of Public Works or designate.
- There is no regular shift on Saturday or Sunday. Winter control activities during the weekend are initiated by the On-Call Supervisory staff, including the Road Patrol Supervisor, Foreman or Manager of Operations. Maintenance staff will be called in at the discretion of Supervisory staff.

Additional/Night Shift

- A number of staff may be assigned to the night shift, outside of normal business hours, generally between December and March of each year, and at times to be determined by the Director of Public Works
- In doing so, the Town will have the ability to provide minimum winter control for approximately 16 of 24 hours in a day, during the business week.
- During the night shift, staff will patrol the streets and conduct winter control operations such as snow plowing, sanding and/or salting, sidewalk clearing, hydrant clearing, snow removal and hauling, as necessary.

- When weather conditions are such that they are not required to do winter control, they will do asphalt patching, maintain equipment and perform other duties assigned by the Director of Public Works or designate.

NOTE: The Town of Wasaga Beach only allows employees to work a maximum of 13 hours during a shift unless an employee must work due to an emergency. Working hours shall be in accordance with the Highway Traffic Act (O. Reg. 555/06) Hours of Service Legislation.

SECTION 4.3 VISIBILITY & DRIVER SAFETY

Winter control activities may be suspended on some or all of the roads at the discretion of the Director of Public Works, or designate, when it is deemed to be unsafe for the staff and the equipment to be on the road due to weather conditions such as, but not limited to, drifting snow or freezing rain.

Winter control operations may also be suspended in local areas when vehicles or other obstructions make snow plowing operations ineffective or difficult.

If winter control operations are suspended, roads may be temporarily closed to vehicular traffic at the discretion of the Director of Public Works, or designate.

SECTION 4.4 EMERGENCY AND POLICE SERVICES

Public Works staff will respond to requests for winter control from the O.P.P. and the Fire Department, as it deems appropriate and when practical to do so.

In the event that roads are impassable, public works staff will maintain direct communication with emergency services.

SECTION 4.4.1 SIGNIFICANT WEATHER EVENT

A "significant weather event" is defined as "an approaching or occurring weather hazard with the potential to pose a significant danger to users of the highways within a municipality."

A "Weather hazard" means the "weather hazards determined by Environment Canada as meeting the criteria for the issuance of an alert under its Public Weather Alerting Program."

The declaration of a "significant weather event" has a uniform implication for the following sections of the Winter Control Policy and Minimum Maintenance Standards:

- Snow accumulation on roadways
- Snow accumulation on bicycle lanes
- Icy roadways
- Snow accumulation on sidewalks

- Icy sidewalks

In each case, during the course of a declared significant weather event, the standard for addressing winter maintenance is simply to monitor the weather in accordance with section 5.0 below and to deploy resources to address the issue "starting from the time that the municipality deems appropriate to do so."

Once the significant weather event is declared to have been concluded, the municipality shall address the issue pursuant to the regular standards for maintenance.

The Town’s Communication Officer, in consultation with the Director or Public Works (or designate), shall notify the public of the start or end of a "significant weather event" as follows:

1. By posting a notice on the Town’s website.
2. By making an announcement on a social media platform, such as Facebook or Twitter.
3. By sending a press release or similar communication to internet, newspaper, radio or television media.
4. By notification through the OPP.

SECTION 5.0 WINTER PREPARATIONS

Weather Monitoring

From October 1st to April 30th, the minimum standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once every shift or three times per calendar day, whichever is more frequent, at intervals determined by the Manager of Operations or designate.

For the purposes of this section, “Weather” is defined as air temperature, wind and precipitation.

Patrolling

The minimum standard for the frequency of patrolling roadways shall be in accordance with the Minimum Maintenance Standards, as amended from time to time, and set out in Table 5.1 below.

TABLE 5.1 PATROLLING FREQUENCY

Class of Roadway	Time
3	Once every 7 days
4	Once every 14 days
5	Once every 30 days

O.Reg. 239/02, s.3, Table; O.Reg. 23/10, s.3 (2)

If there is a substantial probability of snow accumulation on roadways, ice formation on roadways or icy roadways, the minimum standard for patrolling highways is, in addition to that set out in the Table

above, to patrol roadways that the municipality selects as representative of its roadways, at intervals deemed necessary to check for such conditions.

Snow Fence

Snow fence will be erected at strategic locations in order to trap snow and deposit it on the ground surface before it accumulates on the street. It is erected in the fall and removed in the spring in locations where heavy drifting has historically occurred

Snow Markers

Snow markers are placed by Public Works Staff in order to identify hazardous conditions or for outlining the turning radii on roads and sidewalks. Markers are typically 1"x2" wooden stakes driven into the ground with the ends spray painted orange for visibility. They are placed and removed during the same time period as the snow fencing.

SECTION 6.0 SNOW PLOWING OPERATIONS – PUBLIC ROADS, LANEWAYS, CUL-DE-SACS & PARKING LOTS

The levels of service for the Minimum Maintenance Standards vary according to the classification of the road, street or highway. The standards classify roads, streets or highways based on Average Annual Daily Traffic (AADT) and on the posted or statutory Speed Limit, in six (6) roadway classifications.

Snow clearing equipment is deployed when snow accumulation exceeds the depths noted in Table 6.0 based on the designated road classification.

“snow accumulation” means the natural accumulation of any of the following that, alone or together, covers more than half a lane width of a roadway:

- 1. Newly-fallen snow
- 2. Wind-blown snow
- 3. Slush

After the snow accumulation has ended, the duration to clear the snow to a depth less than or equal to the depth set out in the Table within the time set out in the Table.

TABLE 6.0 SNOW ACCUMULATION - ROADWAYS

Class of Roadway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours

4	8 cm	16 hours
5	10 cm	24 hours

O. Reg. 47/13, s. 4; O. Reg. 366/18, s. 5(5)

For the purposes of this section, addressing snow accumulation on a roadway includes, but is not limited to,

- (a) plowing the roadway;
- (b) salting the roadway;
- (c) applying abrasive materials to the roadway (sand); or
- (d) any combination of the methods described in clauses (a), (b) and (c)

It is important to note that there are no Class 1 or Class 2 Roads within the Town of Wasaga Beach. The Town is comprised of Class 3, Class 4 and Class 5 Roads.

For the purpose of the Winter Control Policy, **Class 3** Roads include arterial and major collector roads, including, but not limited to the following:

Mosley Street	Veterans Way	Deerbrook Drive
River Road West	Klondike Park Road	Eastdale Drive
45 th Street South	Golf Course Road	Designated Bus Routes
Sunnidale Road South	Zoo Park Road	
Main Street	River Road East	

Class 4 Roads include minor collector roads, including, but not limited to the following:

Knox Road West	Old Mosley Street
Ramblewood Drive	Dunkerron Avenue
58 th Street South	Blueberry Trail
Oxbow Park Drive	Lyons Court

Class 5 Roads include all remaining residential local streets, laneways and cul-de-sacs.

For the purpose of snow clearing, the roadways within the Town of Wasaga Beach have been subdivided into designated plow routes (See Appendix A - Snow Plow Routes).

Public Works staff will begin winter control operations in the general priority sequence set out in prescribed plow routes or as directed by the Manager of Operations, or designate, taking into account the start and expected duration of a winter storm event.

Each route takes approximately six (6) to eight (8) hours to complete, depending on weather, traffic, available staff & equipment and number of vehicles parked on the street. Each route must have the primary roads within that route plowed first before the secondary roads are begun.

The following is the general priority for snow plowing and sanding/salting operations within designated plow routes:

Roadway Priorities

- a) Priority 1
 - Arterial and Major Collector Roads and Bridges (Class 3 Roadways)
 - Designated Bus Routes
- b) Priority 2
 - Collector Roads (Class 4 Roadways)
 - Municipal Offices and Facilities and Municipal Parking Lots
- c) Priority 3
 - Local Roads, Side Streets and cul-de-sacs (Class 5 Roadways)

It is acknowledged that in the event of emergencies, mechanical breakdowns, accidents or other operational problems, objectives set forth may not be met.

SECTION 6.1 SNOW CLEARING OPERATIONS - SIDEWALKS

Sidewalks are classified in accordance with the associated pedestrian traffic and proximity to high volume roadways, in addition to the ease with which they can be cleared.

A map entitled Town of Wasaga Beach – Sidewalk Plow Routes is included in the appendices (**Appendix B**) and consists of the following classifications as shown in Table 6.1.

TABLE 6.1 SIDEWALK CLASSIFICATIONS

CLASS	DESCRIPTION
Class 1	Sidewalks adjacent to high volume roadways with high pedestrian volumes, including School Zones
Class 2	Balance of sidewalks that can be cleared with mechanized plow and/or blower equipment.
Class 3	Sidewalks that require a snow blower or hand shoveling to clear. This includes overland flow route pathways and areas adjacent to traffic signal pedestrian pushbuttons.
Class 4	Sidewalks that will not be cleared due to destination.

Class 2 Sidewalks consist of the majority of the Town sidewalks that can be cleared with mechanized plow equipment and are not adjacent to high volume roadways and/or have high pedestrian volumes.

Sidewalk operations will begin with snow clearing on Class 1 sidewalks. As staffing availability and weather conditions allow, Class 2 sidewalk operations will follow, and typically will continue on a regular shift basis, until complete. Class 3 sidewalks will be the last to be addressed.

Typically, during a winter storm event, roadways will be maintained with available staff, until such time as road and weather conditions allow for staff to be diverted to sidewalk operations. When staffing levels permit, Priority 1 sidewalks will be plowed at the same time as roads, if and whenever possible.

The standard for addressing snow accumulation on a sidewalk after the snow accumulation has ended is,

- a. To reduce the snow to a depth less than or equal to 8 centimetres within 48 hours; and
- b. To provide a minimum sidewalk width of 1 metre.

If the depth of snow accumulation on a sidewalk exceeds 8 centimetres while the snow continues to accumulate, the sidewalk is deemed to be in a state of repair with respect to snow accumulation, until 48 hours after the snow accumulation ends.

Patrolling a sidewalk consists of visually observing the sidewalk, either by driving the sidewalk on the adjacent roadway or by driving or walking on the sidewalk or by electronically monitoring the sidewalk, and may be performed by persons responsible for patrolling roadways or sidewalks or by persons responsible for performing roadway or sidewalk maintenance activities. (O. Reg. 366/18, s. 15)

Sanding and/or salting of the sidewalks will occur along sidewalks with a steep incline (i.e. Zoo Park Road South) and to address freezing rain events, at the discretion of supervisory staff.

SECTION 6.2 MUNICIPAL-OWNED FACILITIES AND PARKING LOTS

The following parking lots will be maintained by Public Works staff during the winter season:

- | | |
|--------------------|--------------------------------|
| 1. Town Hall | 6. Fire Hall No. 2 |
| 2. Public Works | 7. Transit Garage |
| 3. Library | 8. Chamber of Commerce |
| 4. Youth Centre | 9. Rec Plex |
| 5. Fire Hall No. 1 | 10. Klondike Park Parking Lots |

Snow will be stockpiled at strategic locations in the parking lots to minimize lost parking spaces. Snow removal operations from the parking lots during the day and evening are expected to be extremely inefficient, not only because of parked cars and traffic conflicts in the work areas, but also because of delays experienced traveling to and from the snow dumps. Therefore, snow removal operations will be performed at night.

Noise associated with backup alarms on snow clearing and removal equipment may be considered a nuisance to adjacent properties; however, must be installed to comply with legislative requirements of the Occupational Health & Safety Act.

SECTION 6.3 SNOW CLEARING OPERATIONS – PUBLIC TRANSIT

Snow clearing adjacent to Public Transit Stops (signs) shall be the responsibility of the Public Works Department. Transit stops situated adjacent to the roadway will simply be cleared using the snow plow as it travels past the designated location. The sidewalks adjacent to Transit stops will be cleared during the sidewalk clearing operations.

For mid-block transit stops (where a boulevard exists), efforts will be made during the sidewalk clearing operations to remove a portion of the snow bank to facilitate access to/from the transit bus.

As the bus benches are privately owned and maintained, Public Works do not perform winter maintenance adjacent to the bus benches. Snow clearing and/or removal adjacent to the bus benches shall be the responsibility of the bench owner. Efforts will be made to minimize the blowing of snow from Public Works operations onto the bus benches.

SECTION 6.4 SNOW CLEARING OPERATIONS – BICYCLE LANES

A “bicycle lane” means a portion of a roadway that has been designated by pavement markings or signage for the preferential or exclusive use of cyclists.

The standard for addressing snow accumulation on bicycle lanes is,

- a. after becoming aware of the fact that the snow accumulation on a bicycle lane is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
- b. after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table to this section to provide a minimum bicycle lane width of the lesser of 1 metre or the actual bicycle lane width.

If the depth of snow accumulation on a bicycle lane is less than or equal to the depth set out in Table 6.2 to this section, the bicycle lane is deemed to be in a state of repair in respect of snow accumulation.

TABLE 6.2 SNOW ACCUMULATION – BICYCLE LANES

Class of Roadway	Depth	Time
1	2.5 cm	8 hours
2	5 cm	12 hours
3	8 cm	24 hours
4	8 cm	24 hours
5	10 cm	24 hours

O. Reg. 366/18, s. 7

For the purposes of this section, addressing snow accumulation on a bicycle lane includes,

- a. plowing the bicycle lane;
- b. salting the bicycle lane;
- c. applying abrasive materials to the bicycle lane;
- d. sweeping the bicycle lane; or
- e. any combination of the methods described above.

Bicycle Lanes will be cleared in conjunction with and as a single operation during the roadway clearing operations.

SECTION 7.0 SANDING AND/OR SALTING OPERATIONS

SECTION 7.1 STOCK PILING OF WINTER SAND & SALT

Sanding preparation begins with the placement of approximately 4,500 tonnes of Ministry of Transportation (MTO) specified winter sand in the storage facility at the Public Works Yard, situated at 150 Westbury Road.

The sand is mixed with approximately 5-7% salt to maintain the workability of the winter sand mix and to improve de-icing capabilities. This operation usually takes place in October in preparation for the winter season. The Winter Sand tender makes allowance for replenishment of these stockpiles, should winter conditions require.

Salt is delivered regularly as required throughout the winter and is also stored at the Public Works Yard in the storage facility.

Storage capacity at the Public Works Facility is approximately 6,000 tonnes.

SECTION 7.2 ICE FORMATION ON ROADWAYS AND TREATING ICY ROADWAYS

The standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:

1. Monitor the weather in accordance with section 5.0.
2. Patrol in accordance with section 5.0.
3. If it is determined that, as a result of its activities under paragraph 1 or 2, that there is a substantial probability of ice forming on a roadway, treat the roadway, if practicable, to prevent ice formation within the time set out in Table 7.2A to this section, starting from the time that the Town determines is the appropriate time to deploy resources for that purpose.

The standard for treating icy roadways is to treat the icy roadway within the time set out in Table 7.2B to this section, and an icy roadway is deemed to be in a state of repair until the applicable time set out in the Table to this section expires after the Town becomes aware of the fact that a roadway is icy.

For the purposes of this section, treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand.

TABLE 7.2A ICE FORMATION PREVENTION

Class of Roadway	Time
3	16 hours
4	24 hours
5	24 hours

O. Reg. 366/18, S. 8.

TABLE 7.2B TREATMENT OF ICY ROADWAYS

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

O. Reg. 366/18, S. 8.

SECTION 7.3 APPLICATION OF SAND / SANDING

The objective of sanding is to increase vehicular traction by applying sand/salt mixture either during or after the storm event.

In the Town of Wasaga Beach, roads are typically spot sanded on hills, bends/curves and intersections and at the direction of supervisory staff.

Sand is also used on designated roadways as the temperatures drop below the levels of effectiveness for salt. However, when the temperatures do drop below these levels, the streets are sanded in the same manner, as they would have been salted.

Complete sanding on all streets is only carried out to address slippery conditions, freezing rain or general icy conditions, at the discretion of supervisory staff.

Most trucks have been equipped with automated sanding/salting units with spreader controls. Spreading operations should be conducted between 32 and 48 km/h. The recommended sand application rate is as follows:

- SAND: **570 kg** per 2-lane kilometre for single spinner
 - 4m³; load will cover Twelve (12) 2-lane kilometres
 - 6m³; load will cover Nineteen (19) 2-lane kilometers

Sanding rates tend to be higher than salt because it is used as an abrasive rather than a de-icer. Sanding impacts negatively on street cleanliness, sewer cleaning requirements and air quality.

Sand spreaders are calibrated annually and adjusted as required, at the discretion of the Public Works Superintendent.

SECTION 7.4 APPLICATION OF SALT / SALTING

Generally, sufficient sand/salt will be applied as noted above and also to parking lots to provide adequate traction.

It is not an objective of this policy to provide bare pavement conditions on all roads.

Straight salt is applied to specified main roads only to achieve bare pavement condition. These roads include the following:

- Mosley Street between Beachwood Road and River Road West;
- River Road West from Mosley Street to Bell's Park Road;
- Main Street between River Road West and Mosley Street;
- Mosley Street between Main Street and River Road West;
- River Road East between Main Street and the Town Limits;
- Sunnidale Road between Mosley Street and the Town Limits; and
- 45th Street between Mosley Street and the Town Limits

Normally, salt should not be applied when the temperature fall below -12°C; however, in the presence of sun and heavy traffic volume, which creates higher road surface temperature, salt can sometimes be effectively applied to a temperature of -18°C.

The recommended salt spreader application rate is as follows:

SALT: **130 kg** per 2-lane kilometre for single spinner
 4m³; load will cover Thirty-five (35) 2-lane kilometres
 6m³; load will cover Fifty-six (56) 2-lane kilometres

Salt spreaders are calibrated annually and adjusted as required, at the discretion of the Manager of Operations.

SECTION 8.0 PEELING OPERATIONS

Peeling will be initiated when severe rutting has formed along the hard-packed snow surface. Rutting is defined as troughs in compacted snow and ice, which make the manoeuvring of a vehicle dangerous. Ruts will usually be a minimum of 10 cm in depth before this condition warrants peeling.

Peeling Operations consist of equipment that has the capability of applying a downwards force to remove the hard-packed snow (i.e. Grader Blade, Loader Bucket).

It is noted that standard snow-plow trucks do not have the capability of applying a downward force. The blade and wing attached to standard snow plow equipment simply ride along the surface and rely on a combination of speed, blade/wing geometrics and gravity to displace the snow to the edge of the roadway.

Following the Peeling Operations, Public Works staff will remove the windrow of peeled hard-pack (and/or ice chunks) from the entrance to driveways (up to property line), at the discretion of supervisory staff.

It is acknowledged that aesthetic damage to driveway surface may occur during the removal of the peeled hard-pack (and/or ice chunks) between the edge of road and property line. The Town will not be responsible for any repair or reinstatement cost within the municipal road allowance.

SECTION 9.0 SNOW REMOVAL & HAULING

After the initial snow plowing operations are completed, windrows of snow could be removed, depending on conditions, from the sides of selected streets but primarily along the arterial corridor. This is accomplished by loading the snow into trucks and hauling it to specifically identified locations for disposal (snow dumps), or blowing the snow off the street and sidewalk to the adjoining area.

Windrows of snow shall normally be removed on streets where the following criteria are met:

- Where lack of adequate storage results in a reduction in the number of available traffic lanes thereby prohibiting the reasonable movement of vehicular traffic under normal winter driving conditions
- Where lack of adequate storage prohibits the reasonable movement of pedestrians using the adjacent sidewalk
- Impeding access to traffic safety devices, including pedestrian push buttons

Notwithstanding the above, the Town shall take advantage of mechanical blowing snow to adjacent properties to accommodate snow storage wherever possible, rather than resorting to hauling.

Windrows of plowed snow across private driveways and entrances resulting from plowing operations shall not be removed.

Some areas may necessarily receive more frequent snow removal due to blowing or drifting snow.

Snow storage sites should meet Environmental Canada Codes of Practice established by Transportation Association of Canada and adopted by Environment Canada outlined in the Salt Management Plan.

SECTION 10.0 FIRE HYDRANTS

The clearing of snow around fire hydrants begins after the plowing of streets and sidewalks are completed and as resources permit.

Fire hydrants will not necessarily be cleaned of snow after each snow storm. Fire hydrants will be cleared to provide adequate access to all ports when snow on the boulevard accumulates to a height that may interfere with the accessibility to the fire hydrant.

The objective is to clear the snow from fire hydrants as soon as available equipment and personnel will allow. In the event that hydrants are unable to be cleared during the day, the night shift staff may be utilized to meet this objective.

The Public Works Department with support from the Fire Department will encourage residents to “Adopt a Hydrant”. Residents will be asked to voluntarily clear snow from fire hydrants serving their neighbourhood. Such efforts by the Residents are in their own best interest as it affords better fire protection to their own property as well as their neighbours.

Sign markers are used to identify fire hydrant locations.

SECTION 11.0 WINTER DRAINAGE

Over the course of the winter season, Public Works supervisory staff monitors the weather conditions on a daily basis.

When the forecast predicts consecutive days of milder temperatures (typically 2-3 days @ >0°C), supervisory staff will proactively investigate specified ditch locations to confirm whether snow and ice removal / clean-out is warranted. The intent of the winter drainage program is to maximize the capacity of existing ditch systems in areas that are historically subject to higher run-off rates from melting snow and/or rain. Similarly, priority culverts and overland flow routes are inspected and cleaned-out, as necessary.

Sub-contractors are also engaged and placed on stand-by in the event that additional equipment is necessary to assist with winter drainage operations.

SECTION 12.0 WINTER SAND REMOVAL

Each spring, street sweeping equipment is deployed to collect the winter sand that was applied during the winter season.

The Public Works street sweeping equipment includes the following:

- 1 mechanical street sweeper

- 1 vacuum street sweeper
- 2 sidewalk machines equipped with front-mounted brooms
- 1 tractor equipped with front-mounted broom
- 1 water truck (dust suppression)

The duration to complete the town-wide winter sweeping program is approximately six (6) weeks (weather permitting), and is typically completed by the middle of June.

The sweeping schedule is developed based on three factors:

1. targeting areas of the Town where increased amounts of sand were used on the roads;
2. maintaining efficiency in the system, and
3. treating all areas as equitably as possible with service delivery

Spring wet weather can impact the performance of flushing/cleaning equipment and parked cars can hamper operations and give the appearance that some areas may have been missed. Any of these factors may require operational adjustments that can impact the schedule.

Street sweepings must be disposed to meet environmental guidelines.

SECTION 13.0 INTERFERENCE WITH WINTER CONTROL OPERATIONS

Parking situations that interfere with winter control operations may be referred to the O.P.P. and/or the By-Law Department. When practical, a license plate number of a vehicle that is obstructing the winter control operations shall be recorded and reported to the Supervisory staff, who will forward the information to the appropriate office.

When it is observed that owners or residents are pushing snow from private property onto the municipal right-of-way, the property address may be recorded and the resident may be advised in writing that they were in contravention of the Highway Traffic Act. These situations may be referred to the O.P.P. for follow up.

SECTION 14.0 DAMAGE RESULTING FROM WINTER MAINTENANCE OPERATIONS

Boulevard Damage

Sidewalk plowing presents many challenges. It is difficult to tell exactly where the edge of the sidewalk is and when the ground is not frozen, some sod damage may occur.

Residents are advised to contact the Public Works Department at (705) 429-2540 when damage is first noticed. The homeowner's name and address will be added to a list for repair when temperatures permit and materials are available.

Damage to municipal boulevard sod will be repaired in the spring. Boulevard reinstatement will be completed using topsoil and seed only. Residents are requested to assist by watering the areas that are repaired.

Where a boulevard has been impacted by '*winter kill*', no boulevard maintenance shall be done by the Town. Abutting property owners may, at their discretion, take steps to help expedite the re-vegetation process. *Winter kill* is defined as areas of grassed boulevard that have been impacted by cold weather and sand/salt from winter control operations.

Private Encroachments

The Town will not be responsible for damage to items on municipal property placed there by property owners.

To prevent damage to private property, residents are required to refrain from placing cars, fences, posts, hedges, shrubs, driveway curbs or other obstructions, including garbage enclosures/bins on the road allowance.

Should seasonal residents maintain their private garbage enclosure within the road allowance, the enclosures must be set back a minimum of 3.0 metres from the edge of pavement (including paved shoulder) or back of concrete curb.

Similarly, the Town will not be responsible for any damage to irrigation systems, including sprinkler heads that have been installed within the municipal right-of-way.

Property owners are discouraged from placing private markers and reflectors at the end of their driveways as these may be damaged from snow plowing operations. Property owners who install markers other than wooden stakes (1"x2") or plastic reflectors will be asked to remove these obstructions as they pose safety concerns, cause damage to equipment and interfere with maintenance operations.

SECTION 15.0 INQUIRIES AND/OR COMPLAINTS

Inquiries and/or complaints related to winter control operations should be addressed to:

Wasaga Beach Public Works Department
150 Westbury Road,
Wasaga Beach, ON L9Z 2N8
Office: (705) 429-2540
Fax: (705) 429-8226
Email: publicworks@wasagabeach.com

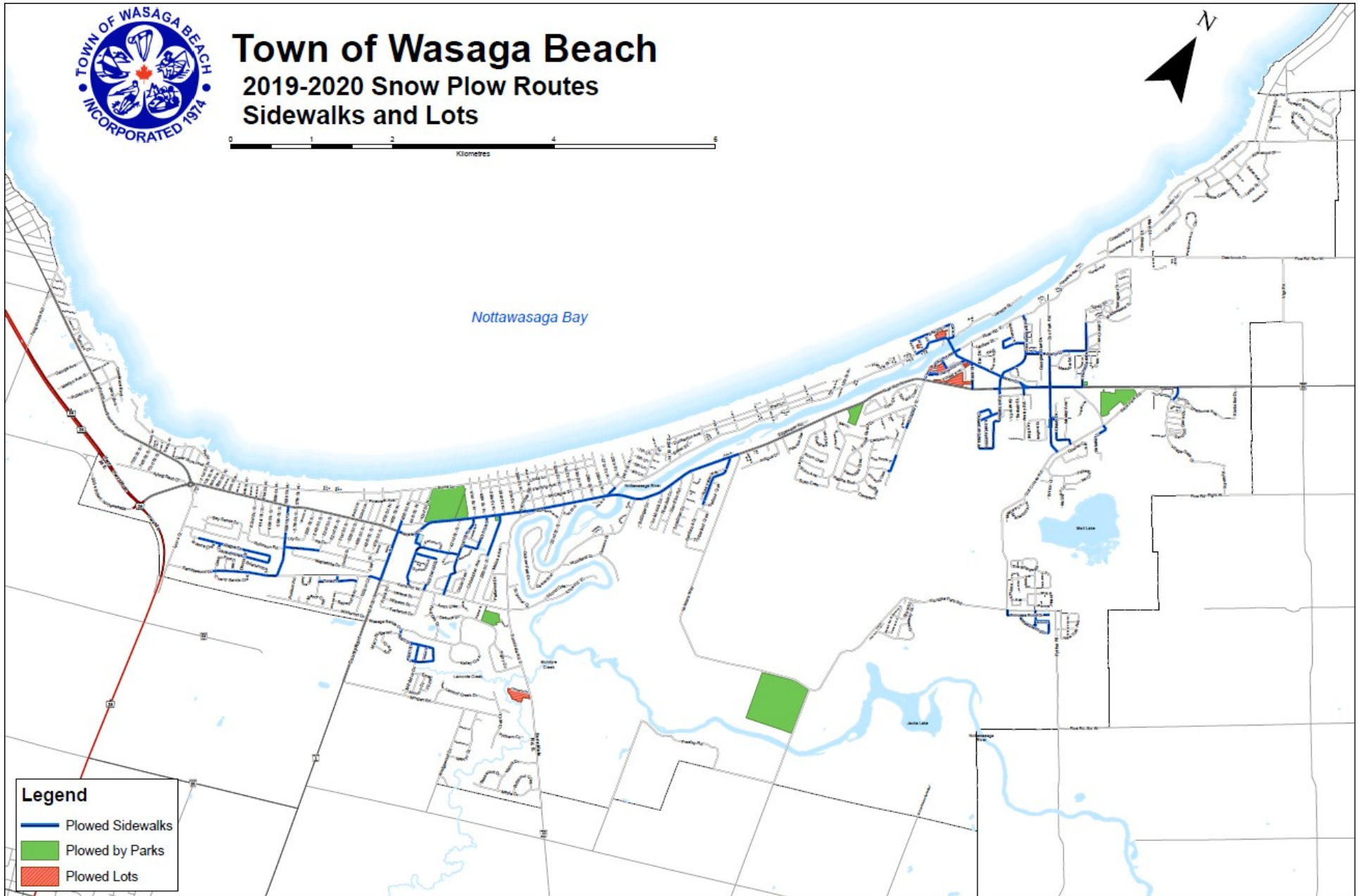
Complaints that are received from individuals about winter control operations will be addressed and followed up on, as required, by appropriate staff, within the context of the Winter Control Policy.



Town of Wasaga Beach

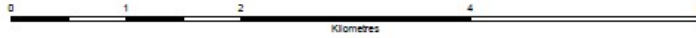
2019-2020 Snow Plow Routes

Sidewalks and Lots

















Town of Wasaga Beach 2019-2020 Snow Plow Routes



Nottawasaga Bay

Storm Outlet
Overflow Route

Route Locations

Legend			
	Route 1		Route 7
	Route 2		Route 8
	Route 3		Route 9
	Route 4		Route 10
	Route 5		Route 11
	Route 6		Plowed Laneways