

# CITY OF ORILLIA POLICY MANUAL

Part	2	<b>Municipal Operations and Services</b>	<b>2.1.4.1.</b>
Section	1	Road, Street, Sidewalk Maintenance and Construction	
Sub-Section	4	Snow Removal	
Policy	1	Winter Control Policy	

## Winter Operations

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### WINTER CONTROL – Objectives

**Purpose:** To provide a statement of objectives for winter control operations.

#### Objectives of Winter Control Operations:

- To facilitate the handling of emergencies by police, fire and ambulance services.
- To maintain safe, passable streets with priority given to streets carrying the highest volumes of traffic and used by public transit.
- To reduce hazards of winter road and sidewalk conditions to motorists and pedestrians.

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### WINTER CONTROL – Season

**Purpose:** To define the period for Winter Control Operations.

**Season:**

The Roads and Storm Division shall have all winter operations equipment, schedules, manpower and procedures in place to commence winter operations on the 15th day of November each year. Winter operations equipment and manpower will be available to respond to a winter event, as needed, until the 15th day of April the following year.

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## WINTER CONTROL – Road Plowing

**Purpose:** To remove snow accumulations in excess of the depths noted in Table 1 within the timeframes set out.

### Level of Service:

- While snow continues to accumulate, to deploy resources to clear snow as soon as practical after becoming aware of the fact that the snow accumulation on the roadway is greater than the depth set out in the table below.
- After the snow accumulation has ended and after becoming aware that the snow accumulation is greater than the depth set out in the table below, to clear the snow accumulation to a depth of less than or equal to the depth set out in the table within the timeframes set out in the table below and;
  - Clear the snow accumulation from the roadway to within a distance of 0.6 metres inside the outer edges of the roadway;
  - On class 4 and 5 highways with two lanes, the snow accumulation on the roadway must be cleared to a width of at least 5 metres.
- For a major snow event resources may be reassigned to the arterial roads to ensure basic access through the City for emergency vehicles and that the large traffic volumes can travel safely.
- If a winter event becomes so severe that winter event response cannot safely continue all operations involved in the clearing of the snow accumulation will be suspended until conditions improve.
  - In the event that operations are suspended police, fire, ambulance and other emergency services, school board(s), and the local radio station will be notified.
- Clearing of windrowed snow at all residential driveways, commercial and industrial entrances will be the responsibility of the property owner.
- This level of service does not apply to that portion of the roadway designated for parking.

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### WINTER CONTROL – Road Plowing

The road classes used in this policy are as defined in O. Reg. 239/02 and are based on the posted speed limit and the volume of traffic. In Orillia, arterial and collector roads are typically class 2 and class 3 with most of the local roads being class 4 and class 5.

**TABLE 1: SNOW ACCUMULATION**

CLASS	DEPTH	TIME (to achieve surface condition after the end of the snowfall event)	SURFACE CONDITION
2	5cm	6 hours	Centre-Bare Pavement
3	8 cm	12 hours	Snow Packed
4	8 cm	16 hours	Snow Packed
5	10 cm	24 hours	Snow Packed

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## ICY ROADWAYS – Application of Deicers/Abrasives

**Purpose:** To treat icy roadways with deicing materials and/or abrasives as appropriate to remove the ice or provide traction within the timeframes set out in Table 2.

**Level of Service:**

- When icy roadways begin to form, to deploy resources to treat the icy roadway as soon as practical after becoming aware of the fact that the roadway is icy.
- To treat the icy roadway within the time set out in the table below after becoming aware that the roadway is icy.
- If the winter event becomes so severe that winter event response cannot safely continue all operations involved in the treating of icy roadways will be suspended until conditions improve.
  - In the event that operations are suspended police, fire, ambulance and other emergency services, school board(s), and the local radio station will be notified.
- This level of service does not apply to that portion of the roadway designated for parking.
- Residential Routes will generally receive only the application of abrasives on hills, curves and intersections.

**TABLE 2: ICY ROADWAYS**

CLASS	TIME (To treat icy roadway after becoming aware of icy roadway conditions)
2	4 hours
3	8 hours
4	12 hours
5	16 hours

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### SNOW ACCUMULATION – Sidewalk Plowing

**Purpose:** To remove snow accumulations from assumed City sidewalks in excess of the depths noted in the table shown below within the timeframes set out in said table.

**Level of Service:**

- While snow continues to accumulate, to deploy resources to clear snow as soon as practical after becoming aware of the fact that the snow accumulation on the sidewalk is greater than the depth set out in the table below.
- After the snow accumulation has ended and after becoming aware that the snow accumulation is greater than the depth set out in the table below, to clear the snow accumulation to a depth of less than or equal to the depth set out in the table within the timeframes set out in the table below.
- If a winter event becomes so severe that winter event response cannot safely continue all operations involved in the clearing of the snow accumulation will be suspended until conditions improve.
  - In the event that operations are suspended police, fire, ambulance and other emergency services, school board(s), and the local radio station will be notified.
- Clearing of windrowed snow at all residential driveways, commercial and industrial entrances will be the responsibility of the property owner.
- Snow blow from sidewalk snow blowers will be blown onto City property where possible.

**TABLE 3 – SIDEWALK SNOW ACCUMULATION**

Class	Depth	Time	Surface Condition
ALL	8 cm	48 hrs	Snow Packed

**Business Improvement Area (BIA)**

- Sidewalks in the Business Improvement Area are not included in this Level of Service statement. Sidewalks in the Business Improvement Area are governed by Municipal Code Chapter 660.

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## ICY SIDEWALKS – Application of Deicers/Abrasives

**Purpose:** To treat icy sidewalks with abrasives as appropriate to provide traction within the timeframes set out in the table below.

**Level of Service:**

- When icy sidewalks begin to form, to deploy resources to treat the icy sidewalks as soon as practical after becoming aware of the fact that the sidewalk is icy.
- To treat the icy sidewalks within the time set out in Table 4 after becoming aware that the sidewalk is icy.
- If the winter event becomes so severe that winter event response cannot safely continue all operations involved in the treating of icy sidewalks will be suspended until conditions improve.
  - In the event that operations are suspended police, fire, ambulance and other emergency services, school board(s), and the local radio station will be notified.
- Sidewalks will generally receive only the application of abrasives.

**TABLE 4: ICY SIDEWALKS**

CLASS	TIME (To treat icy sidewalks after becoming aware of icy sidewalk conditions)
ALL	48 hours



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## SNOW REMOVAL – BIA & Priority Routes

**Purpose:** To remove snow accumulations from sides of roadways and at intersections in excess of the depths noted in Table 5 within the timeframes set out.

**Level of Service:**

**Business Improvement Area (BIA) and Priority Routes**

- Removal and disposal of snow is carried out in those areas where inadequate physical space exists to store the snow and/or the presence of snow banks interferes with the movement of vehicular and pedestrian traffic.
- The objective will be to deploy resources on roadways within the response time frames set out below after becoming aware that the snow banks parallel to the roadway exceed the height specified and to reduce the height of the banks to below the height indicated in Table 5 within the timeframes specified for each classification of roadway.

**TABLE 5 – SNOW REMOVAL BIA & PRIORITY ROUTES**

Class	Time	Maximum Depth (Metres)
BIA	3 days *	0.60 m
2	As resources available	0.90 m
Other	As resources available	As required to preserve lane width

\*Note: Time is dependant on weather conditions and available manpower and resources.

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### **DIRECT LIQUID APPLICATION / ANTI-ICING**

**Purpose:** To proactively try to prevent the formation of frost and black ice from forming and to proactively try to prevent snow from bonding with the road surface.

**Level of Service:**

- In anticipation of a snow storm, black ice or frost event, the road authority shall consider the use of Pre-Wet and/or Direct Liquid Applications as resources are available.
- Direct Liquid Applications (DLA) shall be implemented if the pavement temperature is within the range specified by the manufacturer for the DLA product.
- DLA will generally be conducted on priority routes.

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## SIDEWALKS – No Winter Control

**Purpose:** To define sidewalk sections that will not be plowed or sanded.

**Level of Service:**

- There are some sections of sidewalks that are not plowed by the City. These sections are generally cases where the sidewalk is right beside the road and there is not sufficient space for snow storage. Many of these are in areas where the road allowance is narrow. For several of these, we maintain sidewalks on only one side of the street. The sidewalk sections that we do not currently plow are provided in Table 6.

**TABLE 6 – SIDEWALKS – NO WINTER CONTROL**

<b>A. SNOW STORAGE/SIDEWALK MAINTAINED ON OTHER SIDE OF STREET</b>			
STREET	FROM	TO	SIDE
East St.	Atherley Rd.	Clayborne Pl.	East
Wyandotte St.	Victoria St.	Barrie Rd.	West
Wyandotte St.	Victoria St.	Colborne St. W.	East
Tecumseth St.	West St. N.	Laclic St.	South
Borland St. E.	Matchedash St. N.	Parkview Ave.	South
North St. E.	Laclic St.	Canice St.	South
Cedar St.	Laclic St.	Canice St.	South
<b>B. STOPS MID-BLOCK</b>			
STREET	FROM	TO	SIDE
Bayview Parkway	Oxford St.	Hilda St.	East
Dallas St.	Colborne St. W.	Grenville Ave.	East
Gill St.	Simcoe St.	S to End (15 m)	East
<b>C. SNOW STORAGE</b>			
STREET	FROM	TO	SIDE
Cedar Island Rd.	Bridge	Dead End	North
Dufferin St.	Barrie Rd.	Colborne St. W.	East
St. Jean St.	Cedar St.	North St. E.	East
Fowlie St.	Peter St. N.	Matchedash St. N.	South
<b>D. TOO NARROW FOR EQUIPMENT</b>			
STREET	FROM	TO	SIDE
Parkview Ave.	Borland St. E.	Tecumseth St.	Both
<b>E. MOST CLEARED BY ADJACENT BUSINESS</b>			
STREET	FROM	TO	SIDE
Edward St.	Memorial Ave.	End	North

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## SNOW PACK – Roads

**Purpose:** To define thresholds for snow pack removal.

**Level of Service:**

- Throughout the winter, snow pack tends to build up on the roads.
- Depending on the winter, rutting and potholes can form in the snow pack.
- If there are significant ruts or potholes, which are creating a hazard, and the depth of the snow pack exceeds 8 cm, the snow pack will be removed.

(R. 2008-279 08.10.20)  
(R. 2010-7 10.01.18)  
(R. 2014-231 14.12.15)  
(R. 2018-159 18.08.16)  
(R. 2020-14 20.11.09)  
(R. 2021-97 21.07.19)