

WINTER MAINTENANCE POLICY

Policy # 08

OCTOBER 26, 1992

RESOLUTION

WHEREAS: WINTER MAINTENANCE OPERATIONS ARE PERFORMED FOR THE SAFETY OF THE GENERAL PUBLIC AND THE ECONOMIC BENEFIT OF THE COMMUNITY AT LARGE.

THEREFORE LET IT BE RESOLVED: THAT IN ORDER TO PROVIDE COST EFFECTIVE WINTER MAINTENANCE, THE DELTA COUNTY ROAD COMMISSION ADOPTS THE ATTACHED WINTER MAINTENANCE POLICY

REVISED: NOVEMBER 1993
NOVEMBER 1994
NOVEMBER 1995
OCTOBER 2006
NOVEMBER 2008
OCTOBER 2010

WINTER MAINTENANCE POLICY

Policy # 08

The following policy shall become effective immediately:

Strategic Objectives for Winter Operations:

1. Reduce the hazards of icy road conditions to motorists.
2. Reduce economic losses to the community and industry caused by workers not being able to get to their jobs.
3. Facilitate the handling of emergencies by fire and police officials.
4. Maintain safe, passable school bus and winter recreation routes.
5. Proper use of all available resources.
6. Full scheduling of non-winter operation activities thus eliminating excessive winter operations.
7. Controlled overtime work hours.
8. Reductions in material costs.
9. Reduced fuel consumption.
10. Provide an efficient Winter Maintenance Operations Policy.

The implementation strategy that follows provides an adequate level of service under most conditions.

Emergency road openings will be honored only by verification from a doctor or authorized policing agency.

Winter Maintenance overtime will be authorized by the District Superintendents, the Supervisor in the field, and/or the Managing Director!

WINTER MAINTENANCE POLICY

ROUTE CLASSIFICATIONS

- CLASS I - Major traffic generators which carry large volumes of traffic. Connect with major routes of other jurisdictions. Limited access always considered in this category. These routes consist primarily of State Trunk lines.
- CLASS II - Are basically the same as Class I, however, are routes that carry somewhat lesser traffic volumes. These routes generate traffic to and from the major part of the network and are the second most important. May serve as emergency and access routes to hospitals, fire stations and schools. Consist primarily of State Trunk lines and No. 1 County Primaries.
- CLASS III- Comprise the remainder of the County Primaries with the least traffic volume which serve as both functional and major traffic generators. These routes collect traffic from lower class routes and major populated areas and distribute to Class I and Class II. They also function as connectors to the major routes and population areas. Hard surface Local Roads and Subdivisions.
- CLASS IV- Gravel surface Roads and remaining Local Roads
- CLASS V- Private roads in which the public can no longer keep open because of heavy snow fall or severe drifting conditions. This is considered a **“PUNCH-OUT”** and is done only on a case by case basis. PUNCH OUT plowing will only be done after all other roads are plowed and safe for traveling motorists. 100% of costs incurred including travel time to and from the location to be plowed will be charged to the requesting party. A signed “PUNCH-OUT agreement and a deposit of \$100.00 is required prior to any piece of equipment being dispatched for a “PUNCH_OUT”. Equipment used for PUNCH – OUT plowing is usually a Motor Grader.
- CLASS VI- **Seasonal Roads** – County Certified Roads that have met the requirements of 247.655A of Public act 1951 (M.S.A. 9.1097(5A)) and as listed in Road Commission Policy #10 as Seasonal Roads, are **not maintained during the months of December to April.**

WINTER MAINTENANCE POLICY

LEVEL OF SERVICE

First Priority - BARE PAVEMENT (Class I Routes)

The surface shall be maintained as bare as possible through continued blading of the surface and shoulders along with the applications of de-icing materials necessary to achieve a wet and reasonably safe condition.

These routes shall be designed so that no more than 1" of snow shall accumulate within a 2-hour period. Average rate of application of de-icing materials should be approximately 400-500 lbs. per mile.

OVERTIME IS AUTHORIZED AS NEEDED UNTIL THE SURFACE IS AND WILL REMAIN RELATIVELY FREE OF SLIPPERY CONDITIONS.

Second Priority - CENTER BARE PAVEMENT (Class II & III)

The surface and shoulders shall be cleared of snow and ice through continuous blading and plowing. Average rate of application should be approximately 300 - 400 lbs. per mile.

OVERTIME IS AUTHORIZED ONLY IN CONJUNCTION WHILE BEING CALLED OUT FOR (FIRST PRIORITY) STATE HIGHWAYS. OVERTIME IS AUTHORIZED ON ROADS LISTED: (PAGE 6 & 7).

During regular working hours, Class II Routes shall receive First Priority service. Class III Routes shall receive Second Priority service during normal working hours. Only after the storm and during regular working hours shall full cleanup take place. Chemicals and abrasives are to be used only at a period of optimum effectiveness.

Third Priority - SNOW COVERED BLADE AND PLOW (Class III & IV)

Crews shall blade and plow snow from the traveled portion of the roadway with a thin cover of snow permissible. When a passable road condition can be sustained, this operation shall cease.

No general application of salt shall be placed except under extreme sleet conditions or freezing rain. Hills, curves and intersections only shall be spot treated with de-icing chemicals and additional salt application only with the authorization of the Superintendents and/or the Supervisor in the field.

Maximum allowable snow accumulations shall be no more than 6" within 8 hours. Initial effort shall be placed on Class I & II Routes before the maximum of 6 inches of snow accumulates on these routes and treatment is necessary. **It must be understood that under certain conditions the accumulation of snow on third priority routes may accumulate to more than 6". The general rule of thumb will be state highways first – County Primary Roads second – and third priorities once the first and second priorities goals have been accomplished.**

WINTER MAINTENANCE POLICY

(Third Priority – continued)

This level shall consist of blading and plowing only. Maximum allowable snow accumulation shall be 6 inches within eight hours. Blading and plowing shall generally be the only treatment given on snow packed roads. Under extremely ice packed conditions sanding or salting may be performed in an emergency only through authorization from the Superintendents and/or the Supervisor in the field.

Devote effort to these roads only after other priorities are assured

OVERTIME IS NOT AUTHORIZED UNDER THIS PRIORITY OF SERVICE AND MUST BE APPROVED BY THE SUPERINTENDENTS AND OR THE SUPERVISOR IN THE FIELD.

SUMMARY OF ROUTE WITH LEVEL OF SERVICE

- CLASS I - Major State Trunk-lines, limited access and highly traveled and functional urbanized routes.
FIRST PRIORITY – Bare pavement with overtime authorized as necessary to achieve service criteria.
- CLASS II - Basically the same as Class I routes, have full access and slightly lesser traffic volumes. Secondary State Trunk lines and designated County Primaries.
FIRST PRIORITY - Bare Pavement – during regular working hours with the first consideration given to Class I routes.
SECOND PRIORITY – Center Bare Pavement - maintaining center bare is the only work authorized during overtime hours.
- CLASS III - Remainder of County Primaries of lesser traffic volumes serving as minor traffic generators and functional routes.
SECOND PRIORITY – Center Bare Pavement
- CLASS IV - Remainder of County Local Roads
THIRD PRIORITY – Snow Covered, Blade and Plow
- CLASS V - Private roads as listed in route classifications on page 3
FOURTH PRIORITY – Blade and plow only - following a request from the property owner, and office personnel have assigned an account number and received a signed agreement with deposit.
- CLASS VI- **Seasonal Roads** – County Certified Roads that have met the requirements of 247.655A of Public act 1951 (M.S.A. 9.1097(5A)) and as listed in Road Commission Policy #10 as Seasonal Roads, are **not maintained during the months of December to April.**

WINTER MAINTENANCE POLICY

OVERTIME IS AUTHORIZED AS FOLLOWS:

DISTRICT 1

A.- FIRST PRIORITY APPROVED STATE HIGHWAYS AND SELECTED PRIMARY ROUTES (BARE PAVEMENT)

*OVERTIME AUTHORIZED AS NEEDED UNTIL THE SURFACE IS RELATIVELY
FREE OF SLIPPERY CONDITIONS*

CO. RD. 412 – FROM ESCANABA CITY LIMITS TO CO. RD. 414
CO. RD. 414 – FROM CO. RD. 426 TO CO. RD. C-5
CO. RD. 420 - FROM CO. RD. 426 TO M-35
CO. RD. 426 – FROM ESCANABA CITY LIMITS TO CO. RD. 420
CO. RD. 531 – From CO. RD. 420 to M-35
CO. RD. D-57 – Lake Bluff – From US-2 to top of hill both sides

B.- SECOND PRIORITY ROUTES (CENTER BARE PAVEMENT)

*OVERTIME AUTHORIZED ONLY IN CONJUNCTION WHILE BEING CALLED OUT
FOR FIRST PRIORITY WINTER OPERATIONS*

CO. RD. 186 - FROM US 2-41 TO M-35
CO. RD. 414 - FROM CO. RD 412 TO M-69
CO. RD. 416 - ALL
CO. RD. 426 - FROM CO. RD. 420 TO COUNTY LINE
CO. RD. 428 - FROM US-41 TO M-35
CO. RD. 430 - FROM M-35 TO CO. RD. 523
CO. RD. 432 - FROM M-35 EAST TO US 2-41
CO. RD. 432 - FROM M-35 WEST TO COUNTY LINE
CO. RD. 446 - ALL
CO. RD. 515 - FROM US 2-41 TO GLADSTONE CITY LIMITS
CO. RD. 517 - ALL
CO. RD. 521 - FROM M-35 TO US 41 and to M-69
CO. RD. 525 - ALL
CO. RD. 533 - FROM CO. RD. 521 TO CO.RD. 414
CO. RD. 535 - ALL
CO. RD. C-15 - ALL
CO. RD. C-17 – ALL
5th STREET WELLS – FROM MAIN STREET TO CO. RD. 426
8TH STREET WELLS – FROM MAIN STREET TO TOWNSHIP HALL
MAIN ST. WELLS - FROM US 2 TO CO. RD. 426

C. - THIRD PRIORITY ROUTES (SNOW COVERED BLADE AND PLOW)

*OVERTIME AUTHORIZED ONLY WITH THE APPROVAL OF THE DISTRICT
SUPERINTENDENT OR SUPERVISOR IN THE FIELD.*

ALL OTHER PRIMARY AND LOCAL ROADS NOT PREVIOUSLY LISTED

WINTER MAINTENANCE POLICY

OVERTIME IS AUTHORIZED AS FOLLOWS:

DISTRICT 2

A.- FIRST PRIORITY APPROVED STATE HIGHWAYS AND SELECTED PRIMARY ROUTES (BARE PAVEMENT)

*OVERTIME AUTHORIZED AS NEEDED UNTIL THE SURFACE IS RELATIVELY
FREE OF SLIPPERY CONDITIONS*

CO. RD. 513 – FROM US 2 TO HUNTERS POINT
RAPID RIVER- - FROM US 2 TO ANDERSON LUMBER MILL
MAINT ST. - FROM US 2 TO THE OMNI CENTER

B. - SECOND PRIORITY ROUTES (CENTER BARE PAVEMENT)

*OVERTIME AUTHORIZED ONLY IN CONJUNCTION WHILE BEING CALLED OUT
FOR FIRST PRIORITY WINTER OPERATIONS*

CO. RD. F.F.H. 13 - ALL
CO. RD. 436 - FROM M-183 TO COUNTY LINE
CO. RD. 442 - FROM F.F.H. 13 TO COUNTY LINE
CO. RD. 444 - FROM US 2-41 TO COUNTY LINE
CO. RD. 483 - FROM FAYETTE TO FAIRPORT
CO. RD. 495 - FROM US 2 TO NAHMA
CO. RD. 497 – FROM US 2 TO CR. RD. 499
CO. RD. 499 - FROM US 2 TO NAHMA
CO. RD. 503 - FROM US 2 TO END OF SEAL COAT
CO. RD. 509 - FROM US 2 TO END OF SEAL COAT
CO. RD. 511 - ALL
CO. RD. 513 - FROM HUNTERS POINT TO END
CO. RD. J-10 - FROM CO. RD. 511 TO CO. RD. J-33

C.- THIRD PRIORITY ROUTES (SNOW COVERED BLADE AND PLOW)

*OVERTIME AUTHORIZED ONLY WITH THE APPROVAL OF THE DISTRICT
SUPERINTENDENT OR SUPERVISOR IN THE FIELD.*

ALL OTHER PRIMARY AND LOCAL ROADS NOT PREVIOUSLY LISTED

WINTER MAINTENANCE POLICY

GENERAL

SALT shall, whenever possible, be applied very early in a storm in order to take advantage of the “brine sandwich” effect. After the applications of the salt and prior to subsequent applications, the surface should not be bladed until the salt has had at least ½ to 1 hour to work depending on traffic and temperature. Follow the temperature and condition chart below for various application rates.

<u>TYPE OF STORM</u>	<u>PROCEDURES</u>
<u>CONDITION 1</u> Temperature – Near 30° Precipitation – Snow or freezing rain Pavement Condition - Wet	Freezing rain, apply salt at 200 lbs/mile. sleet, apply salt at 500 lbs/mile. If snow continues & accumulates, plow & salt simultaneously. If rain continues to freeze, reapply salt at 200 lbs/mile.
<u>CONDITION 2</u> Temperature – Below 30° Precipitation – Snow, sleet or freezing rain Pavement Condition – Wet or sticky	Immediately apply salt at 500 lbs/mile. Freezing rain at 200-300 lbs/mile. If snow-fall continues & accumulates, plow & repeat salt application
<u>CONDITION 3</u> Temperature – Below 20° & falling Precipitation – Dry Snow Pavement Condition – Dry	Plow as soon as possible. DO NOT APPLY CHEMICALS. Continue to plow & patrol to check for wet, packed or icy spots; treat with heavy salt applications.
<u>CONDITION 4</u> Temperature – Below 20° at night Precipitation – Snow, sleet or freezing rain Pavement Condition – Wet	Apply salt at rate & as often as required by traffic, plowing at the same time. If temperature starts to rise, apply salt at 500 lbs/mile, wait ½ hour then start plowing. Continue until bare pavement is obtained.
<u>CONDITION 5</u> Temperature – Below 10° Precipitation – Snow or freezing rain Pavement Condition – accumulation of packed snow or thick ice.	Apply abrasives “sweetened” with salt and/or calcium chloride at rate of 1 cubic yard per mile. Apply salt at rate of 500 lbs/mile with calcium chloride mixed in at a rate of 100 lbs calcium chloride per cubic yard of salt. When snow or ice becomes slushy, remove by plowing. Repeat application and continue until pavement is clear.

Pete Stropich, Chairman

Amy J. Reinhardt, Clerk

WINTER MAINTANANCE “PUNCH-OUT” AGREEMENT

I _____, request that the Delta County Road Commission perform a “PUNCH-OUT” on County Road _____ .
From _____ to _____

An approximate distance of _____

I understand the following:

- a. I am responsible for 100% of all labor (including fringe benefits), and equipment costs incurred including travel time to and from the requested location.
- b. The work will be completed only after all other roads in the County have been plowed and are safe for the traveling public.
- c. The Delta County Road Commission is not responsible for any damage caused to mail boxes, landscaping, driveway and/or private road surfaces,
- d. I am required to place a deposit of \$100.00 prior to any work being started
- e. I will be billed for final costs once the work has been completed
- f. This agreement is a one time only agreement
- g. Final billed amount will be paid within 30 days of billing date

I hereby release, indemnify and promise to hold harmless the Delta County Board of Road Commissioners and the County of Delta and all their officers, employees and agents for any and all damages or injuries to any person or property occurring while engaged in said plowing service, including any damages or injuries resulting form negligence, accidents, acts of God, or other causes.

Signature of responsible party	Date	
Date work completed	Date Billed	Date final payment received