

APPENDIX 1
ROAD CLASSIFICATION – DE-ICING CHART

ROAD CLASSIFICATION	TYPICAL	WINTER (1) SERVICE LEVELS	DEICER	APPLICATION RATE KG/LANE-KM	TIME FRAME TO COMPLETE DE-ICER OPERATIONS (4)
Expressways	DVP / FGGE	Bare Pavement	100% Rock Salt	70 / 140 / 180(5)	Up to 2.5 cm of snow 1-2 hrs
Arterials (minor / major)	Yonge St. / Sheppard Ave.	Bare Pavement	100% Rock Salt	70 / 140 / 180(5)	Up to 5 cm of snow & continuing 2-4 hrs
Collectors	Main Streets through sub-division	Centre Bare Pavement (3)	100% Rock Salt	70 / 140 / 180(5)	Up to 8 cm of snow & stopped 4-6 hrs
Locals	Residential (2)	Safe and Passable Pavement	100% Rock Salt	70 / 90	Up to 8 cm of snow + stopped 8-12 hrs
Laneways		Safe and Passable Pavement	100% Rock Salt	180	24 hrs

Note:

- (1) This is the desired condition of the pavement surface. However, it is necessary to have sufficient traffic volumes to activate and improve the characteristics of the de-icer, the time to achieve this condition will vary with the time, duration and intensity of each storm.
- (2) Local roads that have >10% truck traffic shall be given a higher priority.
- (3) One lane open in the direction of traffic.
- (4) For accumulations greater than as noted, refer to Table 2, *Conditions for winter maintenance operations of March 24th, 1999 UEDC report “Winter operations – road de-icing and ploughing”* in Appendix A. UEDC Item 3.26
- (5) Where salt is pre-wet using 23% salt brine, these application rates shall be reduced by 10%.

ANOMALIES

- If any link has one or more of the following anomalies present, the winter service level is bumped-up according to the next highest road classification:
 - Ball bank reading >12 at posted speed
 - Slope >4%
 - Presence of emergency services (i.e. Police, Fire or Ambulance Station, Hospital)
 - TTC bus route including turnaround loops