

Winter Maintenance Plan

Statement of Purpose:

It is the purpose of this plan to establish a written policy for the application of traction materials and anti-icing/de-icing chemicals to the roads of Pound Ridge before, during and after winter storm events.

Goal

It is the goal of this plan to provide for maximum efficient use of traction and anti-icing/de-icing materials through timely and carefully controlled applications in order to provide for the safe passage of the road users while respecting the environment in general and our fresh water resources in particular.

Plan

All of the roads in Pound Ridge are to be divided into three classes of usage. The criterion for these classes is based upon levels of traffic and unique topographical features that dictate variations in the need for material applications.

Class A: These are the main State and County roads that clearly handle all the through traffic in Pound Ridge. They are:

- 1) Route 104-(Long Ridge Road) from intersection of Pine Brook Road to the Connecticut border.
- 2) Route 124-(Salem Road and Westchester Ave.) from the "T" intersection in South Salem through Scott's Corners to the Connecticut border.
- 3) Route 137- (Stone Hill Road and High Ridge Road) from Route 121 in Bedford to the Connecticut border.
- 4) Route 172 - (Pound Ridge Road) from the intersection of Old Corner Road to Route 137 at the Pound Ridge Nurseries.

Class B: These roads are "through roads" that either intersects with Class A roads or that have unique topographical features such as many steep hills, sharp narrow curves, etc. or higher amounts of traffic than Class C Roads. They are:

- 1) Barnegat Road 2) South Bedford Road
- 3) Cross Pond Road 4) Deerfield Road
- 5) Donbrook Road 6) East Woods Road
- 7) Fancher Road 8) Hackgreen Road
- 9) Highview Road 10) Honey Hollow Road
- 11) Horseshoe Hill Road 12) Hoyt Road
- 13) Kitchawan Road 14) Lower Shad Road
- 15) Lower Trinity Pass 16) Maclean Drive

Winter Maintenance Plan

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17) Old Mill River Road 18) Old Stone Hill Road

19) Puddin Hill Road 20) Upper Shad Road

21) Upper Trinity Pass 22) West Lane

Class C: These roads make up the bulk of Pound Ridge's roads. They are typically low density/low traffic areas lacking, for the most part, in unique topographical features.

These are:

1) Adams Lane 2) Apple Tree Lane

3) Austin Hill Road 4) Autumn Ridge Road

5) Bayberry Way 6) Beech Hill Lane

7) Bengier Road 8) Blacksmith Lane

9) Bob Hill Road 10) Boutonville Road

11) Brook Farm Circle 12) Brook Farm East

13) Buck Hill Lane 14) Calf Pasture Lane

15) Cedar Hill Lane 16) Clearwater Lane

17) Colonel Sheldon Lane 18) Conant Valley Road

19) Cradle Rock Road 20) Cradle Rock East

21) Dann Farm Road 22) David's Lane

23) Dingee Road 24) Doe View Lane

25) Ebenezer Lane 26) Fox Hill Road

29) Great Hill Farms Road 30) High Cliff Terrace

31) Horseshoe Hill West 32) Indian Hill Road

33) Kendall Road 34) Kinnicut Road

35) Kinnicut Road East 36) Knapp Road

37) Landt Lane 38) Laurel Road

39) London Road 40) Lon's Lane

41) Major Lockwood Lane 42) Major Talmadge Lane

43) Nancy's Lane 44) Bouton Spur 1 & 2

45) Old Church Lane 46) Old Logging Road

46) Old Pound Road 48) Park View Place

49) Park View Drive North 50) Park View Drive South

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51) Patterson Road 52) Pete's Lane
53) Pettit Lane 54) Pheasant Road
55) Pheasant Road West 56) Pine Drive
57) Pine Brook Road 58) Robinhood Road
59) Rolling Meadows Lane 60) Saddle Ridge Road
61) Sarles Road
63) Scofield Road 64) Shad Road West
65) Sherwood Road 66) Siscowit Road
67) Spring House Road 68) Spy Rock Road
69) Tatomuck Road 70) Tatomuck Road Circle
71) Threshing Rock Road 72) Twin Fawn Lane
73) Twin Lakes Road 74) Waring Road
75) Waterbury Way 76) West Road
77) White Birch Road 78) White Birch South
79) Winterbotton Lane

Levels of Service-Defined

High:

A high level of service is defined as being a time period of from 0 to 3.0 hours following the end of precipitation until a bare road surface is achieved.

Medium:

A medium level of service is defined as being the time period from 3.1 to 8.0 hours following the end of precipitation until a bare road surface is achieved.

Low:

A low level of service is defined as being the time period from 8.1 hours following the end of precipitation until a bare road surface is achieved

Levels of service for each road class follow a storm event:

Class A: HIGH

Class B: MEDIUM

Class C: LOW

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Application amounts/specs to achieve the Levels of Service following a storm event:

High:

Immediately prior to or at the onset of precipitation, pre-treat the entire road at the rate of 600#s sodium chloride/mile.

During the storm, plow and spot treat as needed with sand/salt mix on hills, corners and intersection.

Following the storm, post-treat entire road with 600#s sodium chloride/mile.

Medium:

Immediately prior to or on the onset of precipitation, pre-treat the entire road with 300#s of sodium chloride/mile.

During the storm, plow and spot treat as needed on hills, corners and intersections with sand/salt mix.

Following the storm, post treat entire road with sodium chloride at 300#s/mile or with sand/salt mix as conditions may dictate.

Low:

Immediately prior to or on the onset of precipitation, pre-treat the entire road with 200#s/mile of sodium chloride/mile.

During the storm, plow and spot treat as needed on hills, corners and intersections with sand/salt mix.

Following the storm, post treat with sodium chloride at 200#s/mile or with sand /salt mix as conditions may dictate.

It is understood that storm conditions and road conditions will vary widely, and that the above referenced amounts can be modified (either increased or decreased) by the driver discretion as conditions and weather warrant. The goal, as previously stated, is to control material usage without compromising public safety.

- [Highway](#)

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