

## **COMMITTEE OF THE WHOLE   AUGUST 18, 2003**

### **WINTER ROAD MAINTENANCE OPERATIONS**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends that:

Notwithstanding the City's Purchasing Policy, and in consultation with the Director of Purchasing Services, staff be authorized to purchase up to 12,000 tonnes (approximate) of "ClearLane" de-icing mixture from Cargill Technologies Limited, Pickering Ontario, for the purposes of continuing the trial of alternate de-icing materials in the 2003 – 2004 winter season, to be used in the west portion of the City.

#### **Purpose**

To seek Council's approval with respect to the purchase of alternative de-icing materials.

#### **Background - Analysis and Options**

During the winter of 2002 – 2003, the City made a number of changes in its maintenance procedures. These changes included the elimination of sand in the de-icing mix for use on urban roads, and also involved the trial of a modified salt product produced by Cargill Limited, known as ClearLane.

The winter of 2002 – 2003 proved to be above average in terms of snowfall, and number of salting operations. As a result, more than the average amount of de-icing material was used. In total, over 35,000 tones of salt and ClearLane product were applied to the roads, sidewalks and facility parking lots across the City during the past winter.

In June of 2002, Council approved the use of the ClearLane product for an evaluation. The cost per tonne was higher than straight salt, but when applied at a reduced rate, the cost per lane kilometer was the same as using straight salt. The ClearLane material was used in the west portion of the City over the last winter. Roads staff indicated that the material proved to be as effective, if not more so, than straight salt. It appeared to work faster, and at a 20% reduced spread rate when compared to the straight salt. Salt truck operators also indicated that the material did not harden into clumps, making spreading and unloading at the end of the shift easier. The material's dark colour also enabled both the operators and the public to see where the material was spread.

Unfortunately, the increased number of salting applications resulted in the City using up its allotted amount of the ClearLane product by mid-January. As a result, the evaluation period was not as long as supervisory staff would have liked. Accordingly, it is recommended that notwithstanding the City's purchasing policy, staff be authorized to purchase sufficient ClearLane product to evaluate it over the entire upcoming winter season, and report back to Committee at the end of the trial period. It is again recommended that the product be used in the west portion of the City.

#### **Conclusion**

The ClearLane product seemed to be working as effectively, if not more so, than straight salt in the trial area. However, due to the severe winter, the City's allotment of the product was used up by mid-January and the full evaluation could not be completed. As such, staff would like to continue the trial this upcoming winter, and notwithstanding the City's purchasing policy, be authorized to purchase sufficient ClearLane material to do so.

**Attachments**

N/A

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Respectfully submitted,

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Commissioner of Engineering and Public Works

Brian T. Anthony  
Director of Public Works