

## Winter Maintenance Policy – Roads, Sidewalks, and Parking Lots

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**Cross-reference:** SER-009-033 Road Salt Management Plan

### Policy Statement

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Within approved budget parameters and the terms of this policy, the travelling public will be provided with safe roads, sidewalks, and parking lots in a cost effective and efficient manner. A system of assigning labour, equipment and materials on a prioritized basis shall be adopted. Levels of service will be established for routes dependent upon their priority ranking.

### Purpose

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The purpose of this policy is to establish service levels for winter maintenance on all roads, sidewalks and parking lots.

### Definitions

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Arterial and industrial roadways – highest traffic volume corridors

As required – a statement which means that the level of service is not set at a predetermined number of activity occurrences per season or year

Boulevard – area between a roadway curb and separate sidewalk or between a roadway curb and property line where there is no sidewalk

Collector – provides property access, transit service and traffic circulation within neighbourhoods

Drop-off zone – section of roadway adjacent to school bus zones and student drop-off areas

Local residential – provides access to properties

Minor arterial and industrial roadways – accommodate moderate length trips at fairly high speeds and connect the major arterials to collector roads

Rutting – the formation of troughs and ridges in compacted snow or ice

Sanding – the application of a sand-chips-salt-calcium or other mixture to a roadway surface to improve traction, reduce skidding or reduce ice formation

Sidewalk – part of a roadway specifically adapted to the use of or ordinarily used by pedestrians and includes that part of the roadway between the curblines and the adjacent property line

Snow plowing – the grading of accumulated snow from roadway surfaces to the middle or sides of a roadway or lane

Snow removal – the loading and hauling of snow from roadway surfaces to a designated snow disposal site

Transit drop zones – section of roadway adjacent to public transit bus stops

Windrowing – the plowing of snow into a long continuous pile for storage or to facilitate removal

## **Guidelines**

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### ***Road Priorities***

- 1 Urban Service Area
  - (a) Priority 1
    - major arterial roadways
    - major industrial roadways
    - transit drop zones
  - Centre in the Park
  - (b) Priority 2
    - minor arterial roadways
    - minor industrial roadways
    - school drop-off zones
    - transit drop zones
  - (c) Priority 3
    - collector roadways
    - public transit routes
  - (d) Priority 4
    - local residential roadways
- 2 Rural Area
  - (a) Priority 1
    - roadways with a posted speed limit of 100 km/h
    - major industrial roadways
    - Strathcona Airport (Josephburg)
  - (b) Priority 2
    - major thoroughfares not included in Priority 1, including roads that service schools or major recreational facilities
  - (c) Priority 3
    - remaining grid roads
  - (d) Priority 4
    - Country residential and hamlet roads

## **Service Levels – Roads**

Ensure that driveability is maintained in a manner that will minimize risk to the community, prevent or reduce accident and injury, and facilitate the handling of emergencies by Strathcona County Emergency Services and R.C.M.P.

- 1 Urban Service Area
  - (a) Priority 1
    - roadways plowed within 12 hours following a 2 to 5 cm snow accumulation
    - Centre in the Park following completion of Priority 1 clearing
  - (b) Priority 2
    - roadways plowed within 12 hours following a 5 to 7 cm snow accumulation and following completion of the most recent Priority 1 clearing
    - school drop-off zones plowed within 72 hours of a 5 to 7 cm snow accumulation
    - transit drop zones along Priority 1 and 2 roadways will be plowed following school drop-off zones
  - (c) Priority 3
    - windrowed and removed within six (6) days following a 15 cm snow accumulation, and completion of the most recent Priority 2 clearing
  - (d) Priority 4
    - in ordinary conditions, attended to as required to control conditions such as deep rutting. When extraordinary conditions arise, snow and ice are windrowed to the center of the road, loaded and hauled off-site. Windrowing and removal may be initiated generally when the following conditions exist or are expected:
      - (i) 7 cm of compacted snow, or
      - (ii) snowpack is softening, and vehicular mobility is becoming severely compromised
    - weather forecast, snowpack condition and temperature may be considered when deciding to initiate a residential program
    - snow clearing will be completed within 10 days, including piles in cul-de-sacs.
  - (e) Special note: Majority of snow clearing after March 1 may be windrowed and left onsite to melt
- 2 Rural Area
  - (a) Priority 1
    - roadways and the Strathcona Airport (Josephburg) plowed within 12 hours following a 2 to 5 cm snow accumulation
  - (b) Priority 2
    - roadways plowed within 12 hours following a 5 to 7 cm snow accumulation and completion of the most recent Priority 1 clearing
  - (c) Priority 3
    - plowed within 72 hours following a 5 to 7 cm snow accumulation and completion of the most recent Priority 2 clearing

- (d) Priority 4
  - plowed within 48 hours following a 5 to 7 cm snow accumulation and completion of the most recent Priority 3 clearing

### ***Unforeseen Climatic Conditions***

When a single snow fall event exceeds 25 cm in a 48-hour period

- 1 Urban Service Area
  - (a) Priority 1 – roadways plowed within 12 hours following accumulation
  - (b) Priority 2 – roadways plowed within 12 hours following accumulation - School Zones within 24 hours following accumulation
  - (c) Priority 3 – roadways windrowed within 48 hours following accumulation and removed within eight (8) days
  - (d) Priority 4 – roadways windrowed within five (5) days of accumulation and removed within 12 days (starting in subdivisions where Priority 3 roads have been completed)
  
- 2 Rural
  - (a) follow timeframes as outlined in “Service Levels - Roads”

### ***Trails and Pathways – hard surfaced***

Priority 1 - Trails and sidewalks cleared within 24 hours around school sites including student drop zones, school bus zones, school parks and connector sidewalks from residential areas.

Priority 2 – Trails and pathways leading to public recreation facilities cleared with 48 hours

Priority 3 – All remaining hard surface trails cleared within 120 hours.

### ***Parking Lots***

Parking lot clearing will normally commence after Priority 2 roads are cleared and will be completed within eight (8) days.

### ***Sand, Chips, De-Icers***

As road conditions become slippery, abrasives and/or melting agents may be applied at hazardous locations such as hills, curves, and intersections if other techniques are ineffective or inappropriate. The application is done on a priority basis similar to snow removal.

## **Policy Record**

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**Date of Approval by Council:** September 27, 2022 **Resolution No:** 2022/331  
*Contact Legislative and Legal Services for a complete Council history*

**Next Review Date:** September 27, 2025 **Policy No:** SER-009-026

**Last Review Date:** September 27, 2022 **Replaces:** N/A

**Administrative Review:** Transportation and Agriculture Services