

City of Camrose Winter Road Maintenance Policy

The purpose of this policy is to outline the level of service that the City of Camrose delivers regarding the maintenance of roads in winter conditions.

1. Streets

a. Snow Plowing

Snow plowing operations are initiated as soon as warranted at the discretion of either the Director of Public Works or his delegate. Wind direction and traffic volumes generally determine which roadways or areas receive highest priorities. Initial plowing operations usually permit restricted traffic movements. Snow is only removed if it is significantly restricting traffic operations.

Following a heavy snowfall, snow clearing equipment concentrates on plowing snow throughout the City with the following priorities (Appendix 1):

Priority I

- **Main Routes**

48 Avenue, Highways 13, 26, 833, and 53 Street/Parkview Drive from 48 Avenue to Camrose Drive. Whenever possible, sanding operations will coincide with plowing of the main routes.

- **Camrose Drive**

Camrose Drive is generally cleared using a truck mounted speed plow. Clearing is initiated at the discretion of the Director of Public Works or his delegate.

- **Citizen Reports**

Public Works will respond to citizen reports of blocked roads or lanes.

- **Airport**

Snow clearing at the airport is considered a high priority due to the accident potential at this facility.

The Airport Manager, Director of Public Works, or his delegate (with input from the local flight school operator) is responsible for initiating snow clearing at the airport.

Snow clearing at the airport is completed as soon as can be reasonably accommodated after the weather clears and is completed either by City forces or by contract if City forces are not readily available.

A NOTAM (Notice to Airmen) will be issued with Edmonton Flight Information Centre each morning after the airport inspection if in the opinion of the person authorized to conduct daily inspections, snow accumulation on the runway could present danger to aircraft. A NOTAM will also be issued prior to each snow clearing operation or prior to any other maintenance activity which will require operation of equipment on the airport runway for an extended period.

If ice develops on the runway, and the temperature is between 0 degrees and -7 degrees, urea may be used as a control measure. Sand or salt is not to be used.

- **City Center**

Generally, snow clearing of the City center commercial area is initiated at the discretion of the Director of Public Works or his delegate approximately twenty four (24) hours following a major snowfall to give the businesses time to clear the snow from the sidewalks onto the road. If the snowfall occurs on a weekend, and is not too severe, clearing may be delayed in the City center area until Tuesday morning. Snow clearing in the City center commercial area is performed during early morning to avoid traffic conflicts. Lanes to the immediate east and west of 50 Street, between 48 Avenue and 51 Avenue is included.

Priority II

- **Arterial and Collector Roads**

Snow clearing on major thoroughfares is generally initiated following the clearing of priority 1 areas. The arteries leading to 48 Avenue and the city centre commercial area are generally plowed first to permit traffic access.

Roads with schools in residential areas are done at this time.

Most arterial roads have boulevards, which are used to store snow for a period of time. Snow is removed from these areas if curbside windrows become excessive.

Whenever possible, sanding of roadways is done in conjunction with snow clearing of roads.

Priority III

- **Residential Roads and Lanes**

Snow plowing of residential roads and lanes is initiated at the discretion of the Director of Public Works or his delegate when the road or lane is at risk of becoming impassable to emergency services and the general public. More snow is allowed to accumulate on priority 3 roads and lanes than is allowed to accumulate on higher priority roads, before snow plowing is initiated. Residential roads are plowed before lanes.

Snow clearing will start with a different residential area on a rotating basis throughout the winter so no one area consistently receives a higher priority. This practice is predicated to a large extent by wind direction and drifting conditions.

Residential roads with boulevards are generally plowed to each curb leaving a windrow on the boulevard.

Residential roads with combination curb and sidewalk create a problem for snow clearing as a windrow deposited at the curb would cover the sidewalk. As time permits, most residential roads with combination curb and sidewalk have their snow removed with the snow blower and trucks, depending on the amount of snow.

Lane and road intersections are cleared during plowing operations. Windrows left at private driveways or sidewalks are not cleared. Operators will use good snow management practices to minimize windrows where possible. Snow is generally not hauled from lanes.

Lanes are plowed on an alternating side to side basis, unless there are no driveways on one side, in which case snow is always plowed to the side with no driveways.

b. Sanding

Sanding operations are initiated as soon as warranted at the discretion of either the Director of Public Works or his delegate, or by the stand-by operator based on conditions and with input from the Camrose Emergency Services Operators.

Under normal conditions, Priority I and Priority II areas are sanded in one eight (8) hour shift. Another day is required to sand Priority III areas.

Priority I

- Highways 13, 26 and 833
- 48 Avenue Hill (53 Street – 50 Street)
- Camrose Drive

Priority II

- Hills
- Arterial roads
- Collector roads
- Curves
- School areas

Priority III

Intersections with stop and yield signs entering onto arterial or major collectors. Sanding of intersections is performed during (and / or) following plowing operations.

Local cul-de-sac intersections with arterial or major collectors, which would normally be sanded, may be sanded on the outbound right side only, so that sand is not tracked into the cul-de-sac but adequate traction is available at the stop or yield sign.

Sanding is done during or after initial snow plowing with priority to high volume roads and intersections.

Local residential roads are not sanded except under exceptional circumstances as determined by the Director of Public Works or his delegate.

2. Boulevards

Where snow is stored on boulevards of arterial and collector roadways, some sand will be deposited as residual in the spring when the snow melts. In the spring the City will sweep the boulevards on major roadways where significant accumulations of sand have been deposited.

Boulevards on residential or local roadways are generally not swept.

3. Parking Lots

City forces are responsible for snow clearing from some City facility parking lots. Clearing of parking lots is scheduled around other snow cleaning operations. Public and City parking lots are cleaned as time permits so as not to interfere with or delay road clearing operations.

Other City facility lots may be cleared by City forces, when requested, if resources are available. Contractors may be deployed as required.

Costs associated with facility parking lot clearing are charged to the appropriate department on a time and equipment basis.

Public lots are usually scheduled for cleaning before 8:00 a.m. to avoid conflict with public vehicles.

4. Sidewalks

City crews are responsible for clearing sidewalks and walkways adjacent to City properties or within park areas as required by the Snow Removal By-law No. 2371/03. (Note: The Director of Public Works or his delegate has the authority under the by-law to exclude certain sidewalks or walkways from the Snow Clearing Program)

These sidewalks are generally cleared by City crews within forty eight (48) hours following a storm; but are not cleared on an overtime basis.

Property owners are responsible for clearing snow from sidewalks adjacent to their property. (See Snow Removal By-Law No. 2371/03).

5. General

a. Snow Fence

Prior to freeze-up every fall the Public Works Department installs snow fence in potential drifting areas to reduce snow clearing during winter months.

Snow ridges may be used, at the discretion of the Director of Public Works or his delegate, to supplement the Snow Fence System.

Snow fences may be installed, at the discretion of the Director of Public Works or his delegate.

Snow fence locations will be reviewed annually by the Director of Public Works to maximize effectiveness and cost efficiency.

b. Sand and Salt

Approximately 2300 - 3800 cubic meters of sand (mixed 7-8% salt) is used for winter sanding operations annually. Salt acts as a deicer when temperatures are above -7° , and keeps the sand stockpile from freezing solid.

c. Snow Boxes

All City and private trucks used to haul snow for the City must be equipped with an approved snow box to increase snow hauling capacity.

d. Snow Dump Sites

i. City Snow Dump Sites

The City maintains snow dump sites for use by City forces in City snow clearing operations.

ii. Private Snow Dump Sites

The City designates one snow dump site for use by private contractors. The City will attempt to keep this snow dump site open for those who use it. This site is advertised at the beginning of each winter season. A key deposit is required and a dumping fee may be set for this purpose.

e. Private Contractors

Private equipment is available from various contractors in the Camrose area. A list of equipment contractors will be maintained and updated annually by the Director of Public Works or his delegate. Private contractors will be utilized when required and managed and directed by the Director of Public Works or his delegate when working on public property.

