



Winter Road Maintenance

Policy No.: PS-PW-1	Council Resolution No.: 555/14, 42/2018, 439/2020, 68/2024
Department: Engineering & Public Works	Authority: Council
Effective Date: November 24, 2014	Revision Date: November 24 2014, January 22 2018, December 21 2020, February 26 2024
Review Date: February 2027	Repealed Date:
Supersedes: Snow Removal Around the Hospital Facility Policy 1C-726/81; and, Snow Management Policy No.2	
Related Procedure No.: PS-PW-1	
Related Procedure Name: Winter Road Maintenance	

1.0 PURPOSE

- 1.1 This policy serves to maintain reasonable conditions on roadways, pathways and sidewalks to minimize hazards and economic loss to the community. Ensures safe access for emergency vehicles providing Fire, Police and Emergency Medical Services. Provides guidelines for management and operating personnel in the handling of winter maintenance operations, and outlines citizens’ responsibilities regarding sidewalk snow and ice control on private property.

2.0 POLICY STATEMENT

- 2.1 The Town of Taber's Public Works Department is responsible for the Town's winter road maintenance program, and is committed to helping make the Town of Taber safe for pedestrian and vehicle passage along the developed right-of-ways according to the Town-Council approved policy and priority system.
- 2.2 The Winter Road Maintenance Policy is necessary to make a clear statement of the intent of the Town of Taber winter maintenance program and to establish the priorities, standards and service levels. An effective and efficient winter roads maintenance program is necessary to allow the municipality to function under normal winter weather conditions to reduce snow and ice hazards and to provide reasonable winter mobility on Town infrastructure including roadways, sidewalks and pathways.
- 2.3 The Town of Taber will manage winter road maintenance operations on the Town's infrastructure within Town of Taber Right of Ways in accordance with Council



approved policy and priority system, relevant Town Bylaws and the *Municipal Government Act (MGA)*.

- 2.4 The aim of the Winter Road Maintenance Policy is to provide reasonable winter driving conditions for vehicles that are:
- 2.4.1 Properly equipped for winter driving; and
- 2.4.2 Are operated in a manner consistent with good winter driving habits.
- 2.5 It is expected that there will be Extreme Winter Conditions where the immediate demand for winter road maintenance control services will exceed the available resources. Public Service Announcements will be issued at these times to provide information and to encourage safe driving practices in these poor driving conditions. In the event of Extreme Winter Conditions additional funding may be accessed with Town Council approval.
- 2.6 Alberta Transportation is responsible for the winter road maintenance on Highway 3, Highway 36, and secondary Highway 864. The public can contact their contractor; Volker Stevin at 1-888-877-6237 with concerns or questions about the maintenance on any of the above-mentioned highways.
- 2.7 Canadian Pacific is responsible for the winter road maintenance on all of the railway crossings throughout the Town. The public can contact them at 1-800-716-9132 with concerns or questions about the maintenance on any crossings.

3.0 Definitions

In this Policy;

- Arterial Roads: major roadways that carry high volumes of traffic.
- Collector Road: this type of roadway carries vehicles between major and residential roadways.
- De-Icer: the chemical agent that the Town of Taber mixes with sand to control ice, usually road salt (pickled sand).
- Downtown Business District: the area east of 50th Street up to 57th Street and 50th Avenue south to 47th Avenue.
- Emergency Access Routes: roads providing access from major, collector roadways to a hospital, police station, fire station or emergency medical services center.
- Extreme Winter conditions: where the immediate demand for snow and ice control services will exceed the available resources. Normally this will trigger Council to declare a snow emergency and provide the Public Works Department additional funds to increase the response using contracted services.
- Hard pack snow conditions: as opposed to bare pavement conditions, hard pack snow refers to a standard of winter maintenance whereby snow is allowed to accumulate and be compacted on a road. This is the standard for non-Priority roads.
- Lanes: also known as back alleys, lanes provide access to the rear of properties and may be used for garbage, recycling and organics collection.
- Passable road: a road with a total accumulation of less than 12 centimeters, or ruts that do not exceed 12 centimeters in depth.
- Pathway: a route used by pedestrians and other recreational users that typically has an asphalt surface.



- Residential Street: a roadway that provides direct access to and collects traffic from abutting residential properties, and distributes this traffic to higher standard roadways.
- Sanding: the application of abrasive materials mixed with road salt to roadways calibrated mechanical spreaders to improve vehicle tractions and promote safe traffic flow.
- Sidewalk: that part of the roadway intended for the use of pedestrians which may be alongside the road or separated by a boulevard.
- Snow drifting: the deposit of windblown snow on roadways or lanes which makes the passage of vehicle traffic impossible.
- Snow emergency: In general sense it refers to a winter storm that overwhelms the base compliment of snow fighting equipment and personnel, restrictions or prohibitions to on-street parking and closure of public buildings. Normally issued before the storm begins as drivers may not be able to reach their destinations after it has begun.
- Snow ploughing: pushing accumulated snow from the roadways surface either to the sides of the roadway or the center of the roadway to ensure that travel lanes and turn lanes are passable to traffic.
- Snow removal: the removal of ploughed and accumulated snow that is impeding the flow of traffic and pedestrians to a snow dump or nearby green space.
- Street storage: the on-street storage of ploughed snow.
- Trouble spots: identified areas which may cause traffic congestions or be a driving hazard if ice control occurs as a lower priority or continuous ice control does not occur.
- Walkway: similar to a pathway, but typically a connector between two houses joining two roads, or a road and a lane.
- Windrow: a continuous pile of snow along a roadway as a result of snow ploughing by a grader.

4.0 Service Levels

- 4.1 Levels of Service Applicable to Ice Control, Sanding, Salting and Snow Ploughing. How, When and Where the Town of Taber sands, salts, and ploughs streets depends on a Town Council approved priority system as well as other factors which may include;
- 4.1.1 The temperatures before, during and after a storm.
 - 4.1.2 The duration of the storm.
 - 4.1.3 The amount of accumulated snow.
 - 4.1.4 Wind speed and direction
- 4.2 For the purpose of ice control, snow ploughing and snow removal; the entire street system is assigned one of two priority classifications. Emphasis of operations shall be generally in order of assigned street classification priority. When necessary, for reasons of safety, at the discretion of the Director of Engineering and Public Works, the order of priority for the provision of the required services may be altered.
- 4.3 Ploughing, Sanding and Salting
- 4.3.1 Ploughing operations using graders begin after accumulations of at least five centimeters of snow or when drifting snow significantly impedes traffic flow. On residential streets, ploughing operations using graders begin after



accumulations of at least 12 centimeters of snow or when drifting snow significantly impedes traffic flow. In the event of snowfall, salt or a mixture of sand and salt are applied for snowfall amounts of less than five centimeters.

- 4.3.2 Snow ploughing may result in windrows on one side or center of the road.
- 4.3.3 Front-end loaders with snow blades are used to plough snow off parking lots and in alleys or lanes.
- 4.3.4 Crews may adjust snow and ice control materials depending on the prevailing temperature and weather conditions.
- 4.3.5 Priority One;
 - 4.3.5.1 Designated Arterial Roadways: 50 Street, 50 Avenue, 64 Avenue, Hackney Drive, and 44 Street whenever possible. Sanding operations will coincide with ploughing of main routes.
 - 4.3.5.2 Downtown Business Area: Because of high traffic volume and accident potential, this is considered a high priority.
 - 4.3.5.3 Designated streets and avenues with higher traffic flow than priority two roads as per Snow Removal Priority Map, located on the Town's web site.
- 4.3.6 Priority Two;
 - 4.3.6.1 Playground Zones: These will be done as soon as possible so there will be as little disruption as possible for busing.
 - 4.3.6.2 Remaining Arterials and Collector Roads: Snow clearing on major thoroughfares is generally initiated following the clearing of Priority 1 areas. The arteries leading to 50 Avenue and the Downtown core are generally plowed first to permit traffic access.
 - 4.3.6.3 Designated streets and avenues with higher traffic flow than residential roads as per Snow Removal Priority Map, located on the Town's web site.
- 4.4 Remaining Roads;
 - 4.4.1 Other industrial and commercial service roads are done at this time once the first two priority areas are finished.
 - 4.4.2 Residential roads may be ploughed following each snowfall with accumulations of five centimeters or greater. The use of graders and frontend loaders with snow blades will be used as required on a priority basis once the first two priority areas are finished. The purpose behind this policy is to ensure that the snow and ice does not ever reach a depth where rutting will cause difficulties. Additionally, routine residential ploughing and sanding will ensure that windrows are kept to a minimum.



- 4.5 Ice Control;
 - 4.5.1 Ice control operations are initiated as soon as warranted at the discretion of the Director of Engineering and Public Works based on winter conditions and recommendations from the Taber Police Service.
 - 4.5.2 The Town's sanding priorities are to sand all designated roads as to the priorities on the Sanding Priority Map, located on the Town's web site.
- 4.6 Parking Lots;
 - 4.6.1 The Town is responsible for snow clearing from its Recreation facility parking lots. Clearing of parking lots is scheduled around other snow clearing operations.
 - 4.6.2 Public and Town parking lots are cleaned as time permits so as not to interfere with or delay road clearing operations.
 - 4.6.3 Other Town facility lots, including the Trout Pond driveway and parking lot, may be cleared when requested, if resources are available. Contractors may be deployed as required.
 - 4.6.4 Public lots are usually scheduled for clearing before 8:00 am to avoid conflict with public vehicles.
- 4.7 Snow Removal and Storage;
 - 4.7.1 Snow removal commences when ploughed snow impedes traffic in the Downtown Business area and on arterial roadways.
 - 4.7.2 All snow removed is hauled to designated snow storage sites.
 - 4.7.2.1 Current temporary snow storage sites include the site located on Trout Pond Avenue, formally the old rodeo grounds, and empty land located in the Town's industrial subdivision Eureka.
- 4.8 Sidewalks, Walkways and Pathways;
 - 4.8.1 Town crews are responsible for clearing sidewalks, and walkways adjacent to Town properties or within park areas as well as removing snow from the Town's walking trail pathway system.
 - 4.8.2 Town crews within 48 hours following a snow storm will begin snow ploughing on sidewalks and pathways.
 - 4.8.3 The Regional pathways along the coulee and through to the MD park are closed during the winter season. The Trout Pond pathway and 56th Avenue pathway are open for users but not included in the snow clearing service area.
 - 4.8.4 Removal of snow and ice from sidewalks and pathways using a combination of ploughing, snow blowing or sweeping for snow removal.
 - 4.8.5 Pathway and Sidewalk Snow Removal Priority Map, located on the Town's web site, indicates the sidewalks, walkways and pathways to receive snow removal.



4.9 General

4.9.1 Prior to freeze-up every fall, the Public Works Department will install snow fence in potential drifting areas to reduce snow clearing during winter months. Snow fences may be installed at the discretion of the Director of Engineering and Public Works. Locations will be reviewed annually to maximize effectiveness and cost efficiency.

4.9.2 The Town recognizes that private residents and businesses will at times operate their own equipment or hire contractors for snow removal assistance on their own property (i.e. Loaders, skid steers, quads w/blades). Although we understand their intent is to assist, the Town does not authorize this practice on Town property and the Town does not accept responsibility for damages to private or public property, or snow dumped in undesignated areas by these operators.

4.9.2.1 Owner and Occupants of private property shall be in accordance with the **Nuisance and Unsightly Premises Bylaw No. 20-2022 Section 7.0 Snow Removal.**

5.0 Administration shall establish procedures for this policy and shall be responsible to ensure the spirit and intent of the policy is adhered to.


MAYOR

MARCH 14, 2024
DATE


CHIEF ADMINISTRATIVE OFFICER

March 8/24
DATE

