

**CITY OF AIRDRIE
Snow and Ice Control Policy**

Effective Date: March 17, 2015

Revision Date: _____

Approved By: City Council

Approved On: March 16, 2015

Resolution #: _____

PURPOSE:

The City of Airdrie is responsible for the maintenance of public road rights-of-way within the geographical boundaries of the City excluding the Queen Elizabeth II Highway and its associated interchanges. The snow and ice control program establishes safe traffic flows and clears a network of roadways for access from all major subdivisions as quickly and efficiently as possible on a priority basis.

OBJECTIVES:

The objectives of this policy are:

1. To provide vehicular traffic with adequate mobility under prevailing winter conditions within the City's financial resources.
2. To help minimize or reduce accidents or injuries due to winter conditions.
3. To provide for the operation of emergency services.
4. To minimize economic loss to the community resulting from restricted transportation routes.
5. To set the level of service for snow and ice control.

POLICY:

1. Definitions:

- a. Extreme Weather Event: When the immediate demand for snow and ice control services exceeds the available City resources to the extent that emergency vehicle and citizen mobility is compromised;

- b. Extreme Weather Response Plan: A graduated response to restore vehicular mobility within the City based on severity of conditions;
- c. Rural Road: A road that is not hard-surfaced consisting of gravel or chip seal and has average traffic volumes of less than two hundred (200) vehicles per day;
- d. Arterial Roads: Major roadways that carry the highest traffic volumes;
- e. Collector Roads: Roadways that carry moderate volumes of traffic; this type of roadway carries vehicles between major and residential roadways; and
- f. Residential Road: An undivided roadway that provides direct access and collects traffic from abutting residential properties and distributes this traffic to higher standard roadways.

Responsibilities

- 2. City Council shall:
 - a. Set and adopt the Snow and Ice Control budget; and
 - b. Set the levels of service.
- 3. The Team Leader of Roads shall ensure the implementation of the Snow and Ice Control Policy by:
 - a. Determining when and how to initiate and perform snow and ice control operations;
 - b. Allocating and scheduling Public Works resources;
 - c. Obtaining, allocating and scheduling privately held resources;
 - d. Addressing public concerns;
 - e. Managing the budget; and
 - f. Recommending Priority Street Map revisions on an annual basis to the City Manager for approval.
- 4. The Roads Department shall carry out snow and ice control in accordance with the Snow and Ice Control Policy, the Snow and Ice Control Guidelines, and the instructions of the Roads Team Leader.

Roadway Priorities and Standards

5. The City operates with an approved amount of funds, which are required for a number of purposes. In establishing the Snow and Ice Control Policy, the City must take into consideration its financial resources, its personnel, and commitments under the *Municipal Government Act*. Priorities are established to provide the greatest benefit to the majority of the traveling public. In setting priorities, consideration is given to criteria such as traffic volume, road classification, road geometrics, terrain, emergency services, drift exposure, and potential drainage issues.

6. City Council has set five (5) priority ratings for roads as follows:

Priority 1: Arterial Roads, Emergency Services facilities (access/egress), school zones on school days, and areas reported by the R.C.M.P.

Roads shall be plowed and have snow and ice control operations concluded twenty-four (24) hours after the end of a storm event. Roads will be plowed to remove snow as close to the road surface as possible.

Snow removal may be initiated when snow on the road or windrows exceed one (1) metre in height or is of sufficient size to impede the flow of traffic or sight lines.

Ice control will be provided on intersections, railway crossings, playground zones, school zones, bridges, and corners.

Priority 2: Collector Roads and, during the spring melt, areas with potential drainage issues.

Roads shall be plowed and have snow and ice control operations concluded forty-eight (48) hours after the end of a storm event. Roads will be plowed to remove snow as close to the road surface as possible.

Snow removal operations may be initiated when snow on the road or windrows exceed one (1) metre in height or is of sufficient size to impede the flow of traffic or sight lines.

Ice control will be provided on intersections, playground zones, school zones and corners.

Priority 3: Rural Roads.

Roads shall be plowed and have snow and ice control operations concluded forty-eight (48) hours after the end of a storm event. Roads will be plowed to remove snow, but snow of varying depths may be left in accordance with what is required to minimize driving difficulties and loss of gravel.

Snow removal operations will be initiated so as to provide unrestricted travel lanes. Windrows will be removed only if they exceed storage capacities, cause drifting, begin to interfere with lane width, or create potential drainage issues.

Ice control will be provided on intersections, railway crossings, and corners.

Priority 4: City-Owned Parking Lots.

Parking areas shall be plowed and have snow and ice control operations concluded seventy-two (72) hours after the end of a storm event. Areas will be plowed to remove snow as close to the road surface as possible.

Snow removal operations will be initiated when parking is compromised.

Ice control will be provided as required.

Priority 5: Local/Residential Roads.

Roads shall be plowed and have snow and ice control operations concluded when the road is rendered impassable, extenuating circumstances exist, or as required by the Roads Team Leader. Roads will be bladed flat to minimize rutting but snowpack of varying depths may be left in accordance with what is required to minimize driving difficulty when extenuating circumstances exist.

Snow removal operations will be limited to providing for adequate sight lines when the road is rendered impassable or extenuating circumstances exist.

Ice control will be provided on intersections, playground zones, and corners.

7. Except for emergency conditions, snow and ice control operations will be modified or adjusted accordingly when the daily high temperature is lower than minus thirty-five degrees Celsius (-35°C).
8. Snow plowing operations will commence in priority order upon a snow accumulation of five (5) centimetres and in consideration of field conditions and the weather forecast. When storms are continuous or follow closely one after the other, operations will be repeated or continued on the highest priority until completed before moving on to the next priority.
9. Snow plowing may result in windrows on both sides of the road or to the centre of the road. The clearing of windrows in front of driveways left by equipment shall be the responsibility of the property owner or affected individual, company or corporation.

Extreme Weather Event

10. During extreme weather events, additional resources may be required. The City Manager or his designate may declare an Extreme Weather Event Emergency based on recommendations from the Director of Community Infrastructure or his designate. In order to address the needs of public safety and restore vehicle mobility as quickly as possible, the City Manager or his designate shall authorize the Director of Community Infrastructure or his designate to activate the Extreme Weather Response Plan. The recommended level of intensity and response will be determined by the Director of Community Infrastructure or his designate, whose written authorization will allow the level of intensity protocol to proceed and will act as authorization to make the necessary draws from the City's snow maintenance reserve.
11. The ability to implement the Extreme Weather Response Plan is subject to the availability of external resources. In the event of the declaration of an Extreme Weather Event Emergency contractual equipment will be required to be mobilized to support City resources as follows:

Extreme Weather Response Plan

Weather Intensity Level	Decision Criteria	Response	Maximum Funding
1.	Snow pack 12 cm and/or excessive accumulations on 50% of roads. Some residential roads may be impassable.	Supplement City crews with contracted services to allow for snow plowing with graders. A one lane pass down main carriageway to bare pavement on all Priority 2 and 5 routes. All windrows left behind. Approximately 7 days to complete.	\$200,000
2.	Snow pack 15 cm and/or excessive accumulations on 70% of roads. Many residential roads impassable.	Supplement City crews with contracted services to allow for snow plowing with graders. A one lane pass down main carriageway to bare pavement on all Priority 2 and 5 routes. All windrows removed. Parking lanes not disturbed, some parking bans may be required on P2 routes. Approximately 15 days to complete.	\$600,000
3.	Snow pack 20 cm and/or excessive accumulations on 80% of roads. Most residential roads impassable.	Supplement City crews with contracted services to allow for snow plowing with graders. A two lane pass, curb to curb, to bare pavement on all Priority 2 and 5 routes. Driveways windrows removed, remainder stored in parking lanes. Parking bans will be required on all P2 routes. Approximately 20 days to complete.	\$900,000
4.	Snow pack 25 cm and /or excessive accumulations on 90% of roads. All residential roadways affected.	Supplement City crews with contracted services to allow plowing curb to curb, to bare pavement with full removal of snow on all Priority 1, 2 and 5 routes. Parking bans will be required on all routes. Approximately 28 days to complete.	\$1,300,000

Implementation of the Extreme Weather Response Plan is contingent upon external resources being available at a cost that is satisfactory to the City.

Snow Maintenance Reserve

12. In the event of the declaration of an Extreme Weather Event Emergency, funds for the Extreme Weather Response Plan will be drawn from the Snow Maintenance Reserve given that the Reserve balance is sufficient to cover the costs. Any shortfall in funds will be drawn from the General Operating Reserve.

Public Relations

13. Public Works Administration shall handle all concerns and inquiries relating to snow and ice control.

Parking Bans

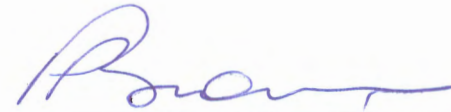
14. Parking bans may be implemented, as required, to provide for operations. Areas where parking is to be banned will be signed in advance. Vehicles that do not adhere to the parking ban shall be towed and the owner of the vehicle shall be responsible for all towing and associated costs in accordance with the Traffic Bylaw.

Supersedes Previous Policy

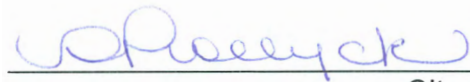
15. This Snow and Ice Control Policy No. P-01/2015 supersedes Snow and Ice Control Policy No. P-03/2008.

Guidelines

16. This Policy is to be read in conjunction with the Snow and Ice Control Guidelines, which set out the manner in which this Policy is to be implemented. The Snow and Ice Control Guidelines may be amended administratively by the Road Team Leader.



Mayor



City Clerk