

### Attachment 3: Revised Snow Clearing Level of Service Table

This table is the revised snow clearing level of service table for the regular winter maintenance operations. The revision to the table is to change the maximum operating time for on-road cycle lanes (also known as non-separated bike lanes) to match the maximum operating time for separated cycle tracks and multi use paths.

**Winter Maintenance Service Levels**

Activity	Initiation Level	Notification Period	Mobilization Period	Maximum Operating Time	Required Outcome
<b>Direct Liquid Application</b>					
<b>Expressway / Arterials / Collectors</b>	As Required	1 hour	30 mins	6 hours	Visible Salt Residue Per Lane
<b>Salting Operations</b>					
<b>Expressways</b>	< 2.5 cm	15 mins	30 mins	2 hours	Bare Pavement
<b>Arterials</b>	< 5 cm	15 mins	30 mins	4 hours	Bare Pavement
<b>Collectors</b>	< 8 cm	1 hour	30 mins	4 hours	Centre Bare
<b>Local Roads</b>	< 8 cm	1 hour	30 mins	8 hours	Safe and Passable
<b>Laneways</b>	24 hours from end of snowfall				Safe and Passable
<b>Plowing Operations</b>					
<b>Expressways</b>	2.5 cm	1 hour	30 mins	2 hours	Bare Pavement
<b>Arterials</b>	5 cm	1 hour	30 mins	6 hours	Bare Pavement
<b>Collectors</b>	8 cm	1 hour	30 mins	8 hours	Centre Bare
<b>Local Roads</b>	8 cm	2 hours	30 mins	14 hours	Safe and Passable
<b>Windrow Clearing</b>	Windrow height exceeds 25 cm	N/A	N/A	Same as adjacent roadway plus 2 hours	Safe and Passable
<b>Combined Salting &amp; Plowing Operations</b>					
<b>Sidewalks</b>	2 cm	2 hours	30 mins	12 hours	Safe and Passable
<b>Bus Stops &amp; Pedestrian Crossovers</b>	2 cm	2 hours	30 mins	12 hours	Safe and Passable
<b>Separated Cycle Tracks &amp; Multi-use Paths</b>	2 cm	1 hour	30 mins	8 hours	Bare Pavement
<b>On-road Cycle lanes</b>				8 hours	Safe and Passable
<b>Hand Crew</b>		2 Hour	30 mins	Same as Work Area	

**Notes:**

1. The City may initiate salting or plowing earlier than the indicated standard.
2. Following plowing operations on expressways, arterials, collectors, and locals, the Contractor is required to salt the infrastructure at no additional cost to the City.
3. Bare Pavement means pavement conditions whereby 90% of all pavement is free of snow, slush, and ice.

4. Centre Bare means pavement conditions whereby 90% of all pavement on the lanes adjacent to the centre line is free of snow, slush, and ice, and any remaining lanes must be safe and passable.
5. Safe and Passable for on-road cycle lanes (also known as non-separated bike lanes) means pavement conditions whereby all loose snow, slush and ice are pushed aside to provide a path with 60% of the infrastructure as Bare Pavement. Snow pack conditions may be present on those areas that are not required to be Bare Pavement.
6. Separated cycle tracks must be cleared by the Contractor as part of adjacent sidewalk Operations. Bare Pavement for separated cycle tracks means pavement conditions whereby 90% of all Pavement is free of snow, slush, and ice.