

# CITY OF CENTERVILLE SNOWPLOWING POLICY

02/08/2017

## 1. **Introduction**

The city of Centerville believes it is in the best interest of the residents for the city to assume basic responsibility for control of snow and ice on city streets. Reasonable ice and snow control is necessary for routine travel and emergency services. The city will provide such control in a safe and cost effective manner, keeping in mind safety, budget, personnel, and environmental concerns. The city will use city employees, equipment, and/or private contractors to provide this service. Road conditions are monitored by the Public Works Department in conjunction with the Centennial Lakes Police Department and the weather service.

### **GOALS**

- A. Provide access to emergency vehicles during weather events
- B. Maintain streets in safe driving condition.
- C. Provide reasonable and timely access for residents leaving for and returning from work.
- D. Perform snow and ice control in an efficient and cost effective manner.
- E. To have streets plowed to full width within 8 hours after snow has quit falling during a typical snowfall event.

## 2. **When will city start snow or ice control operations?**

The Public Works Director will decide when to begin snow or ice control operations. The criteria for that decision are:

- A. Snow accumulation of 1.5 inches or more;
- B. Drifting of snow that causes problems for travel;
- C. Icy conditions which seriously affect travel; and
- D. Time of snowfall in relationship to heavy use of streets. Any weather condition(s) which impact public safety.
- E. Plowing will generally begin such that collector streets are plowed by 6:00 a.m. following a snow fall event. Plowing neighborhood streets will follow the collector streets.

Snow and ice control operations are expensive and involve the use of limited personnel and equipment. Consequently snowplowing operations will not generally be conducted for snowfall of less than 1.5 inches.

## 3. **How snow will be plowed**

Snow will be plowed in a manner so as to minimize any traffic obstructions. The center of the roadway will be plowed first. The snow shall then be pushed from left to right. The discharge shall go onto the boulevard area of the street. When a plow goes on a bridge, the

driver shall slow down so snow does not go over the bridge, if possible. In times of extreme snowfall, streets will not always immediately be able to be completely cleared of snow.

4. **Snow Hauling**

The Public Works Director will determine when snow will be removed from the area by truck. Such snow removal will occur in areas where there is no room on the boulevard for snow storage and in areas where accumulated piles of snow create a hazardous condition. Snow removal operations will not commence until other snowplowing operations have been completed. Snow removal operations may also be delayed depending on weather conditions, personnel, and budget availability. The snow will be removed and hauled to a snow storage area. The snow storage area will be located so as to minimize environmental problems.

5. **Priorities and schedule for which streets will be plowed**

The city has classified city streets based on the street function, traffic volume, and importance to the welfare of the community. Those streets classified as “Snow Plow Collector Routes” will be plowed first. These are high volume routes, which connect major sections of the city and provide access for emergency fire, police, and medical services. Snow Plow Collector Routes will be monitored and may be replowed as necessary.

The second priority will be drives and parking areas for the Fire Station and those streets providing access to schools and commercial businesses.

The third priority streets are low volume residential streets.

The fourth priority areas are alleys, cul-de-sacs and city parking lots.

6. **Work schedule for snowplow operators**

Snowplow operators will be expected to work eight-hour shifts. When conditions and service requirements to the public warrant, the Public Works Director may start shifts at a different time than normal and may conclude work after eight hours. In severe snow emergencies, operators sometimes have to work in excess of eight-hour shifts. However, because of budget and safety concerns, no operator shall work more than a twelve-hour shift in any twenty-four hour period. Operators will take a fifteen-minute break every two hours with a half-hour meal break after four hours. After a twelve-hour day, the operators will be replaced if additional qualified personnel are available. All work schedules shall be subject to the collective bargaining agreement then in effect.

7. **Weather conditions**

Snow and ice control operations will be conducted only when weather conditions do not endanger the safety of city employees and equipment. Factors that may delay snow and ice control operations include: severe cold, significant winds, and limited visibility.

## 8. **Use of sand, salt, and other chemicals**

The City has determined that sand as a means of controlling icy road conditions is more expensive than use of salt (sodium chloride) alone and that except in extremely cold conditions, use of salt alone is more effective in establishing safe streets. Sand remaining on the road is very costly to pick up and dispose of and while on the road may actually impede traction and increase stopping distances. Sand can clog storm sewers, ditches and ponds. As such, salt is the preferred material to control icing of roads, and sand will generally not be used. Streets may be pretreated with salt-brine before a weather event.

The City recognizes that winter deicing materials, especially chlorides, can have a detrimental effect on the environment due to the possibility of them remaining in ponds and lakes increasing concentration over time. As such, the City determines that the use of these materials should be managed carefully in order to use just enough material to provide safe streets. It should not be expected that the city will have bare pavements, but rather the goal will be to have bare pavements approaching intersections and in school zones.

Material should be placed on the crown of road on residential streets, allowing traffic to carry it to curbside. Ice control materials applied along major roads may be placed for total lane width coverage.

Materials should not be applied during plowing operations until the final pass except for intersections, stop signs, major roads, and school zones.

In residential areas, materials should be applied approximately one hundred (100) feet before each intersection with a stop sign, depending upon the conditions present at each particular location. Distances on major roads may double, depending on posted speeds, number of lanes and other circumstances.

## 9. **Sidewalks and Trails**

Sidewalk and trail snow removal will be completed during non-overtime hours whenever possible. The criteria for implementing sidewalk and trail snow removal operations are as follows:

- Snow accumulation of three inches or more
- Drifting of snow that causes problems for pedestrian travel
- Additional snowfall of three inches or more is not expected within 48 hours of normal commencement

### **Level of Service**

City owned sidewalks and trails shall be cleared of snow to a width of 60", one time following a snow event of three inches or more. Traction control materials, such as sand, salt and de-icing agents will not be applied to sidewalk or trail surfaces. It is expected that City-owned sidewalks and trails may have few, if any, bare pavement spots. The snow

removed shall be discharged alongside sidewalks and trails in boulevard areas where appropriate.

Sidewalks abutting private property are the primary responsibility of the abutting property owner who shall keep them clear of snow and ice in accordance with City Code. City staff may assist in clearing these sidewalks for heavy snow events, if staff time permits.

Adopted by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.