

## City of Whitewater-Snow and Ice Control Policy

### Standard Operating Procedure

This Standard Operating Procedure contains statements of policies and directions, relating to the organization and operation of Snow and Ice Control. It may be necessary to deviate from these statements due to immediate circumstances, but only under the direction of the Street Superintendent or his designee.

Obviously certain areas of the City have a greater intensity of use and a priority for maintenance to serve the users. The concern of safety, general welfare and duration of travel necessitate priority of certain areas. In order to provide efficient operation, it may be necessary to partially complete a lower class of service requirement to reach a higher priority area. It may be necessary to clear a route immediately for power outage, watermain breaks, fires, ambulance calls, or other obvious emergencies.

In 2015, the City of Whitewater began to pre-treat our Class 1 streets with a 23.3% solution of salt brine before a forecasted winter storm event. This pre-treating involves the use of salt brine being applied by a set-up dispensing truck to selected streets. The pre-treatment of these streets has shown a large savings in the amount of salt that needs to be applied after the storm is upon the City as well as the extended time in response due to the major artery streets holding a safe driving surface longer.

The following lists the priority of areas to which service will be directed beginning with first class, first priority.

#### Class of Service

Class 1: Streets that are designated as State and Federal Highways.

Class 2: Central Business District.

Class 3: County Trunk, and other streets that move traffic in and out of the City.

Class 4: Collector streets are those that carry a large amount of traffic within the City, including school traffic.

Class 5: All other streets which serve individual premises. Included in this class are cleaning of intersections for better traffic movement.

Class 6: Alleys in residential development and parking lots.

Class 7: Public sidewalks are the walks which abut the public owned property in the community.

The determination for the need of maintenance will be made by the Street Superintendent or his designee. Assistance of the National Weather Service and the Police Department will be used to determine the services needed.

Service provided will be in order of class priority of streets.

Class 1: Streets shall be kept open at all times with a goal of bare pavement; this is to be achieved by plowing or sanding or salting as necessary.

Class 2: Areas shall be kept open to travel in the same manner as Class 2 Streets; the accumulations of snow shall be hauled from Class 2 areas as appropriate.

Class 3 and 4: These streets shall be kept open to traffic by plowing, sanding and salting as necessary.

Class 5: These streets shall be open to traffic within 24 hours after a storm.

Class 6 and 7: These areas shall be open to traffic within 36 hours of the storm.

Plowing of snow shall begin as the Street Superintendent or his designee directs. This operation will generally begin at an accumulation of 2 inches more or less, depending on current conditions.

For the purpose of plowing, the City has been divided into five areas. Every street in every area has been assigned a plowing class. In any given area, Class 1 and Class 2 streets will be plowed before Class 3 streets are started. Plowing will then continue by class of streets. If continuing snow fall is sufficient to require replowing, then the priority of Class 1 streets would be reinstated before resuming work on other streets.

Snow hauling operations in the Central Business District will generally be done at night to avoid heavy traffic. Private equipment may assist in this operation.

Sanding/salting operations may begin before or after plowing operations, relating directly to conditions of the streets with priority given to the class of street as in plowing.

Currently the City prepares and stockpiles a mixture of sand and salt (approximately 20% salt) for use on streets, sidewalks, alleys and parking lots. This is the major ingredient for combating slippery conditions. However, with a bare pavement policy for Class 1 and Class 2 streets, it may be necessary to increase the salt content of the mixture or to use salt only as determined by the Street Superintendent or his designee. At the present there are no direct legislations to regulate the use of salt on streets and highways, however, the State of Wisconsin recommends a maximum use of 300 pounds per lane mile of treatment. The Salt Institute of America suggests treatments of 300-800 pounds per lane mile. It is the Street Division's goal to use as little salt as possible to

achieve desirable conditions. The spreading machines are calibrated to deliver the desired amount of sand/salt or salt at different levels of need.

Equipment available to the City of Whitewater for winter maintenance is as follows:

<b>Number</b>	<b>Equipment</b>
7	Five yard trucks with plows, wings and sanders for snow removal
2	4x4 pick-ups with plows for snow removal
2	Skid steers with snow attachments for snow removal
1	Loader with front mounted snow blower as needed
1	Kubota utility vehicle for sidewalk snow removal with sander
1	John Deere mower with change over capabilities for snow blower or broom for sidewalk snow removal

Personnel available for the winter maintenance program is all Street and Park Department employees on call, plus outside sources of personnel from the Water or Wastewater Departments.

The City recognizes that the conditions may be so unusual or unexpected that a departure from these general procedures should be authorized. Therefore, when conditions warrant, the Street Superintendent or his designee, may order a departure from these general rules when, in his opinion, conditions warrant such action.

