

Town of Oconomowoc Snow & Ice Control Policy

Introduction

The purpose of this policy is to provide a detailed overview of the Town's snow & ice control operations including its goals and objectives. All snow and ice control operations are considered emergency in nature due to public safety. Regardless of the time of day or day of week the work shall be accomplished as expeditiously as possible. In order to achieve this level of service long range planning and equipment preparation will be taken by the Department of Public Works.

A well maintained, effective fleet of snow and ice control equipment, sufficient materials, the establishment of a clear chain of command, personnel deployment, equipment assignments and route assignments are essential for proper service.

Short-term advance preparation is often difficult due to the infinite variety of conditions that can and do occur during the snow and ice season. The rate and accumulation of snowfall, ice, sleet, moisture content, air temperature during and after a storm, pavement temperature, wind direction and speed during and after a storm, duration of storm, time of day or night as well as day of week, and intervals between storms all interact to make the control of operations for each storm unique. Therefore, while the Town has a plan and there is a standard method of operation, flexibility within the plan must account for variations with individual events.

Generally, the greater the snow accumulation the greater the problem and more difficult the operational response becomes in assuring proper clearance of Town roads, parking lots and sidewalks. However, a snow and ice plan based solely on snow depth alone would be much too simplistic to be effective. High winds can quickly cause drifting and blocked roads. Continued wind may make repeated passes over already cleared roads necessary. Heavy, wet snow is harder to push than light dry snow, resulting in longer clearing times. Layers of ice, timing and temperature can also complicate an operation. A storm during weekday rush hour is harder to work in than one which occurs on a weekend day simply because of the amount of traffic and the packing of snow caused by traffic on the roadways.

All of these factors will need to be considered when planning for each and every snow and ice control operation.

Objectives

1. Minimize hazards of slippery road conditions encountered by motorists and pedestrians through snow and ice control on Town roads.
2. Whenever possible the D.P.W. will take a proactive approach to possible incoming weather, i.e., pre-treating roads before a storm begins or just as it starts, as opposed to reacting.
3. Restore traveling conditions for the convenience of the general public as soon as possible after each winter storm event.
4. Provide a level of service that is cost effective and environmentally responsible.

General Policy Statement

The goal of the Town of Oconomowoc D.P.W. is to provide environmentally sound and cost effective clearing of snow and ice from Town roads. In order to accomplish this, the Town will use both anti-icing and de-icing operations. During a storm, the main roads and hills will receive priority followed by secondary roads. These main roads are plowed and or salted to achieve as bare a pavement as possible given the weather conditions at the time. Once the mains are in good driving condition the secondary roads will be cleared. These roads are cleared to achieve bare wheel paths in the driving lanes.

Strom Decision-Making

The decision to plow roads and or apply chemicals is not a straightforward matter and requires considerable judgement from those responsible. The Superintendent of Public Works, with input from the Town Police Department, will ultimately be responsible for when roads are to be treated.

Prior to the roads being treated the following actions will have already taken place: The Superintendent of Public Works will have driven the roads and concluded that they are becoming slippery due to snow, rain, sleet or ice, or the Town Police Department has notified the D.P.W. Superintendent of deteriorating road conditions. Once one of these has taken place the Superintendent of Public works will call in the appropriate number of employees to combat the event. Depending on the severity of the storm, as few as one person and one plow truck to as many as 8 employees and pieces of equipment can be called into accomplish a successful control operation.

Snow and Ice Control Procedures

Upon arriving to work employees will be directed by the Superintendent on what type of action will be taken to achieve the Towns goal of maintaining safe driving on roadways.

The following is a list of guidelines used by the Town D.P.W. during a storm event:

1. If snow occurs during the night, the goal is to have made one pass over all Town roads prior to 7 a.m.
2. Treatment of roads can and will occur at any time day or night during an ice storm.
3. Typically during a snow storm the goal of the D.P.W. is to be off the roads by 8 p.m. and start again at or after 3 a.m.
4. Main roads will be treated first and for the entire length, unless otherwise specified by the Superintendent. Secondary roads will be treated next and at their intersections, hills, curves and spot treated on straightaways.
5. Trucks have been calibrated and operators are required to use preset settings unless otherwise specified by the Superintendent.
6. Plowing/treatment operations will continue as crews are available and until roads are deemed safe for motorists and pedestrians.
7. Plow operators are not to work a longer shift than 16 hours without a 7 hour break.
8. Staff realizes that plowing is four times more effective than chemical usage alone to remove snow from the roadways and it will be utilized whenever conditions warrant.
9. Any and all accidents, injuries and or property damage must be reported to the Superintendent immediately.
10. Salt/sand application rates shall not exceed 350 pounds per lane mile.

Snow Cleanup and Hauling

After an accumulating snowfall, as soon as roads have been cleared, operators will begin the storm cleanup. Storm cleanup and snow hauling will be completed as quickly as possible; depending on the amount of snow accumulated it could last several days.

The following is a list of guidelines used for storm cleanup:

1. Intersections and turn lanes are to be cleaned first.
2. All snow will be pushed back several feet from the edge of pavement to make room for the next snowfall when needed. Roads with curb and gutter will be plowed curb to curb.
3. Cul-de-sacs will be cleaned of snow when the Superintendent deems it necessary and when staff becomes available in order to limit the amount of overtime. Operators will make every effort not to block driveways with snow in cul-de-sacs.
4. When necessary, it's the goal of the Town to remove and haul snow from the downtown Okauchee business district within 4 days following a large storm event. Snow removal will take place in Okauchee between the hours of 3 a.m. and 7 a.m. unless otherwise required.
5. Following several successive snowfalls there may be other areas of the Town that require snow hauling. The Superintendent can direct snow hauling from areas deemed necessary. All snow is to be hauled to the Town Soccer Park or the Mapleton Community Center.

Training

Town employees will be utilized for their hands-on experience with snow plowing. Training will take place prior to the start of the snow season and involves everyone who could drive a plow truck during the winter season. The goal of the Town is to have everyone operating in a similar matter. All route drivers will drive their routes prior to snow season, in their assigned truck, during daytime hours to identify possible obstacles and hazards.

Emergencies

During a storm, staff can be called out to provide emergency response in addition to snow and ice control. Calls from the Police or Fire Department are to be forwarded by dispatch to the Superintendent for immediate response to open pathways for emergency vehicles on roadways that have not been cleared.

Road Classification

Main Roads

- Wisconsin Ave. (3)
- Lake Dr.
- W. Lake Dr.
- Lisbon Rd.
- Nelson Rd.
- Road P
- Road Q
- Old Hwy 16
- N. Lake Rd. (67)
- Circle Dr.
- Breezy Point Rd.
- Marks Rd.
- Lang Rd.
- Lac Labelle Dr. (2)

*** Any road not listed is considered a secondary road ***