

CITY OF ONALASKA

SNOW & ICE CONTROL POLICY

Public Works Department

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1. INTRODUCTION

This Policy and Procedure Manual presents an overview of snow and ice control operations. It also contains the goals and objectives of these operations and can be reviewed by the City's elected representatives for adherence to their policy goals and objectives in the area of snow and ice removal and control.

All snow and ice control operations are considered emergency in nature because public safety is involved. Consequently, regardless of the time of day or day of the week, the work is accomplished as expeditiously as possible. In order to achieve this level of service, long-range planning and equipment readiness are undertaken by the Public Works Department. Short range operational planning is performed every time weather forecasts indicate a potential for adverse weather.

Short-term advance preparation is often difficult because of the infinite variety of conditions that can occur during the long snow and ice season (the snow and ice season in Wisconsin can begin as early as the middle of November and may last until the middle of April. While storms can occur outside of these time frames they are the exception rather than the rule). The rate and accumulation of snowfall, moisture content, temperature occurring before, during and after a storm, pavement temperature, wind direction and velocity during the storm, duration of the storm, time of day or night as well as day of the week, and intervals between storms all interact to make each storm unique in many aspects. Therefore, while a plan exists and there is a standard method of operation, there must be enough flexibility within the plan to provide for any difference or contingency as it arises.

Generally, the greater the snow accumulation, the greater the problem and the more complicated the operational response becomes to assure proper clearance of the streets and parking lots. However, a snow plan based on snow depth alone would be much too simplistic to be effective. For example, a rapid rate of snow accumulation can close streets before plows can get to them. High winds can quickly cause drifting and block streets. Continued wind can make re-plowing of already cleared streets necessary. Heavy wet snow is harder for plows to push than light dry snow; therefore the time it takes to complete an operation is lengthened. Timing and temperature can also complicate the operation. A storm during a weekday rush hour is harder to combat than one which occurs early on a weekend day, simply because of traffic patterns and congestion. A moderate snowfall on warm pavements may melt quickly when de-icing material is applied. However, a comparable snowfall in inches during sub-zero weather may require plowing and several applications of de-icing material before satisfactory road conditions are achieved.

With recent environmental concerns regarding the usage of salt as a deicing material, the Public Works Department is taking steps to lower the usage of salt during winter operations. This will be incorporated over a period of time by incorporating improved equipment for salt placement, use of liquids for de-icing and anti-icing, using improvements in technology and changing levels of service.

All of these factors need to be considered when managers are formulating plans for each and every snow and ice control operation, and again when evaluating the effectiveness of a specific operation and the effect any operation may have on minimizing a storm's impact on the community.

2. GENERAL POLICY STATEMENT & OBJECTIVES

The goal of the City of Onalaska's snow and ice control operation is to maintain adequate traction for pedestrians and vehicles properly equipped for winter driving conditions. This does not mean bare, dry pavement should be expected after each snowfall or ice storm. Furthermore, this does not mean the streets will be free of ice and snow. With all of these thoughts in mind the following are the goals and objectives of the City of Onalaska snow and ice control operations:

- To facilitate handling of emergencies by fire and police activities in winter months.
- To minimize hazards of slippery road conditions to motorists and pedestrians through tried and proven methods of snow and ice control on City streets.
- To reduce economic losses to the community and industry caused by workers and commercial enterprises not being able to get to their jobs or to make deliveries.
- To restore traveling conditions for the convenience of the general public to normal as soon as possible after each winter storm event.

3. CLASSES OF STREETS

The City of Onalaska has approximately ninety-one (91) miles of streets, which consist of approximately twenty (20) miles of collectors and arterials. The City is divided into four (4) snow plowing sections. For snow and ice control purposes, there are three (3) distinct classes of streets, which are maintained at different levels under the City's winter maintenance policy. These are listed in priority order as follows:

Main Streets(primary routes):

These include arterial and collector streets for through traffic as well as residential streets having unusual geometry, such as steep slopes. This also includes streets around schools, clinics, and fire stations. These streets will receive service prior to other levels and will have a higher level of expected service.

Residential Streets:

These include lesser traveled, local, neighborhood streets, as well as dead end streets and cul- de-sacs. Streets within the residential district are maintained only after the main streets have been treated and are in acceptable condition. These streets may not have bare pavement during the winter season.

Alleys:

Alleys are the lowest priority for snow and ice control and will receive snow and ice control only after main and residential streets have been completed.

Some parking lots are cleared at the time area streets are done. Other parking lots are done as separate operations with both main and residential streets.

4. DETERMINATION OF NEED FOR MAINTENANCE

Public Works Department staff will monitor winter weather events as they occur and make determination of need for service. Generally if icing or loss of traction occurs the primary de-icing routes will receive maintenance service and based upon the severity of the event the secondary de-icing routes will be added for maintenance service. Normally two (2) inches of snow or widespread icing of streets is required before maintenance service is performed on all residential streets. Each winter storm has unique characteristics. Climatological factors such as storm intensity and duration, wind, temperature and moisture content affect the total amount of snow and/or ice accumulation and influence the methodology used to combat the resulting snow and/or ice related conditions.

The responsibility for ordering personnel and equipment into service for winter maintenance operation shall be primarily with the Public Works Department. The Police Department shall keep watch and assist in notifications to the Public Works Department of needed services.

5. CUL-DE-SAC'S

Mainline plows will clear two (2) passes in and out, in conjunction with the plowing of the streets. Clearing of the cul-de-sacs will be done utilizing two (2) wheel end loaders w/ reversible front plow and pickup trucks. Public Works staff will clear cul-de-sacs upon completion of snow fall unless the depth or duration of the storm will require action prior to snow stoppage. Due to the mainline street plow proceeding with street clearing prior to completion of cul-de-sacs, at times a snow "ridge" may develop from the main line truck passing in and out of the cul de sac. This snow "ridge" may be in place for some time prior to the wheel end loader clearing the cul-de-sac. Due to the cul-de-sacs not being plowed until the stoppage of snow fall, cul-de-sac plowing may continue after the main line streets have been plowed.

6. PARKING LOTS/ MISCELLENAOUS/ SIDEWALKS

Public Works Facility and City Hall parking lots will be plowed, if needed, prior to normal working hours. Alleys will be plowed as time permits during normal working hours. Sidewalks fronting on City property will be maintained by the Parks & Recreation Department after the completion of other higher priority winter maintenance operations. Sidewalks adjoining private property must have snow & ice removed as outlined in Section 6-2-8 of the City of Onalaska ordinances. City policies state that any property abutting a sidewalk of eight feet in width or greater will have snow & ice removal performed by City staff.

7. ANTI-ICING

Anti-icing of City streets will be performed using liquid chemicals to prevent the formation of frost or bonding of snow or ice to the pavement. The City of Onalaska will typically anti-ice in advance of a storm event but may use anti-icing applications early in a storm event. The City utilizes a separate truck mounted anti-icing distribution system to perform the anti-icing operations. The City strives to apply liquid anti-icing to all Primary Routes and major intersections.

8. DE-ICING / TRACTION CONTROL

There are many factors that must be taken into consideration when determining de-icing and plowing of streets. Therefore, it is very difficult to have a definite written guideline for this purpose.

Some of the factors that must be taken into consideration are as follows:

- A. Traffic Count
- B. Class of Street
- C. Temperature (Present and Future)
- D. Weather Conditions (Windy, Cloudy, Sunny)
- E. Time of Year
- F. Time of Day
- G. Amount of Snow
- H. Moisture Content of Snow
- I. Pavement Temperature

One or more of these above mentioned factors would determine how and when salt is used. A good example is the relationship between traffic and temperature....salt has a much better melting action on a heavily traveled street, such as Hwy 35 at a colder temperature than it does on a lesser traveled street, such as Wilson Street at a warmer temperature. Some of the streets, which are in the Wellhead Protection Zone, will receive a sand/salt mixture. If emergency icing conditions arise, a larger proportion of salt may be used.

9. MAINTENANCE SERVICE SCHEDULE

- A) 24 Hour Service: Traffic Signals within the City and other streets having unusual geometry as needed during extreme events.

Grandview Boulevard, Wilson Street, etc.

- B) Maintenance Service: From approximately 4:00 a.m. to 8:00 p.m. and/or by Police request from 8:00 p.m. to 4:00 a.m.

Hwy "35" – 2nd Avenue
 Main Street/East Main Street (OS)
 Sand Lake Road/12th Avenue S.
 Crossing Meadows Drive
 CTH "SS"
 Braund Street (PH to Hwy "16") Wilson Street – Green Street hill
 Theater Road Country Club Lane – East Larkspur
 Grandview Boulevard (steep hill) Green Coulee – Ironwood – Maplewood
 S. Kinney to Gunderson Clinic Wild Rose Lane
 Midwest Drive/Market Place Other priority routes

- C) Local Streets: Maintenance service from 6:00 a.m. to 3:00 p.m. or as needed in an emergency.

- D) Cul de Sacs: Normal Snow Fall – cul de sacs are plowed with two (2) passes (in & out). This is followed by a wheel end loader with a reversible plow blade to finish clearing accumulated snow. Cul de sacs are the lowest priority of the Residential Streets class and may be delayed due to heavy snowfall or lack of staff.

- E) Day Time Snow Fall: If it continues to snow during the daytime hours the Public Works Department will concentrate on the primary streets and streets with unusual geometry (steep hills) and/or by Police request. If it stops snowing early enough in the day, the Public Works Department would start its normal snow and ice removal operation. Otherwise, the operation would be shut down and resumed at approximately 4:00 a.m. the following morning.

- F) Starting Time: Depending on when it stops snowing and the amount of snow that has fallen.

NOTE: There are exceptions to all of the above guidelines. A good example would be if we receive a large snowstorm and the winds would create severe drifting, which could make some streets impassable to emergency vehicles. Under these conditions, the Public Works Department goal would be to have staff on duty twenty-four (24) hours as staff availability permits.

10. FAQ's

When does alternate parking take effect?

Between 1:00 a.m. and 8:00 a.m., vehicles shall be parked only on even-numbered sides of the streets on those nights with an even calendar date and on odd-numbered sides of the streets on those nights with an odd calendar date. "Nights" as used in this section means the period between 1:00 a.m. and 8:00 a.m. Alternate side parking is in affect from November the 15th until April 1st every year.

Sidewalk maintenance during the winter?

The City requires that all snow and ice be removed from public sidewalks within 24 hours of any snowfall. In an effort to keep public sidewalks safe, the City enforces this requirement by first informing property owners who have not complied by mail. If the sidewalk is not cleared after a notice has been sent, the City will hire a private contractor to remove the snow or ice and bill the property owner.

Mailbox damage?

If City equipment makes contact with a mailbox it will be replaced/repared with a standard galvanized steel mailbox and a 4 x4 treated wood post. Mailboxes damaged by snow/ice making contact with the mailbox will be replaced/repared at the City's discretion.

Can I push, shove or in any way deposit any snow or ice onto any public streets?

Ordinance: Sec. 6-2-8 (c)

No person shall push, shove or in any way deposit any snow or ice onto any public streets, alley, sidewalk or public lands dedicated to public use except for parcels or lots located where existing buildings are constructed within five (5) feet of the street right-of-way and the sidewalks exist from the City right-of-way to the curb line. In such instances, the owners, occupants and/or employees of parcels or lots shall be permitted to deposit snow and ice from their sidewalks only onto the public streets. Snow from public sidewalks shall not be stored in any manner which will obstruct or limit vehicular or pedestrian vision, movement or access. The deposit of any snow or ice upon any sidewalk, alley or street of the City, contrary to the provisions of this Section, is a nuisance; and in addition to the penalty provided for violation of this Section, the City may summarily remove any snow or ice so deposited and cause the cost of said removal to be charged to the owner of the property from which said snow or ice had been removed.

Penalty:

General Penalty: Except where a penalty is provided elsewhere in this Code, any person Over the age of eighteen (18) years who shall violate any of the provisions of this Code shall, upon conviction of such violation, be subject to a penalty, which shall be as follows:

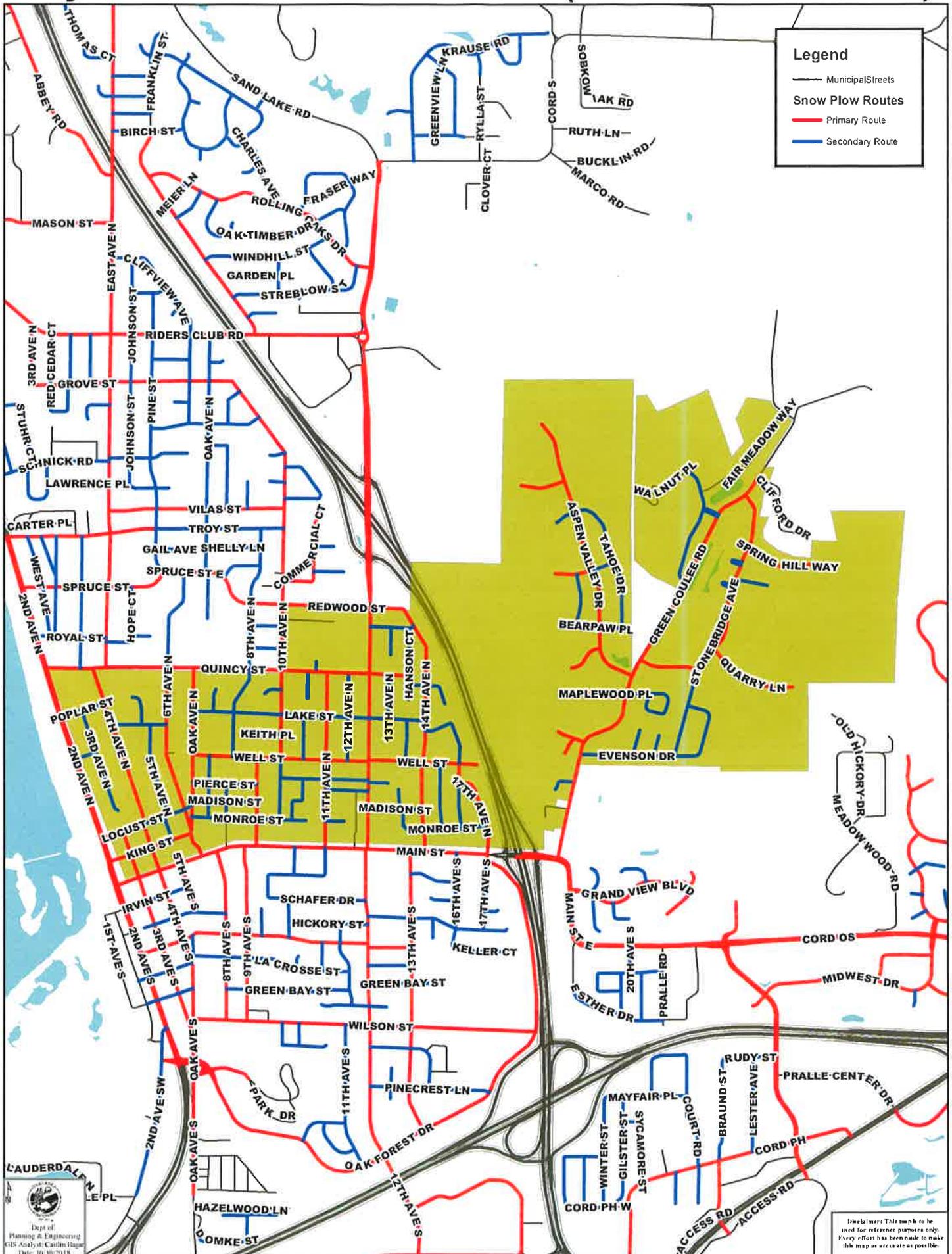
- (1) **First Offense - Penalty.** Any person over the age of eighteen (18) years who shall violate any provision of this Code shall, upon conviction thereof, forfeit not less than Ten Dollars (\$10.00) nor more than Five Hundred Dollars (\$500.00), together with all costs, surcharges, penalty assessments, and any other taxable item of cost as provided for by the laws of the State of Wisconsin as applicable to forfeiture actions that are in effect at the time of the offense, and any other taxable costs as imposed by any other provision of this code. In default of payment of such forfeiture and costs may have hi/her driving privilege suspended per Sec. 345.45(1)(b), Wis. Stats., or be imprisoned in the County Jail until such forfeiture and costs are paid or both, but not exceeding six (6) months.

Second and Subsequent Offenses – Penalty: Any person over the age of eighteen (18) years who is found guilty of violating any ordinance or part of an ordinance of this Code who has previously been convicted of a violation of the same ordinance or part of an ordinance within three (3) years from the date of the last offense to the date of the current offense shall, upon conviction thereof, forfeit not less than Fifty Dollars (\$50.00) nor more than One Thousand Dollars (\$1,000.00) for each such offense, together with all costs, surcharges, penalty assessments, and any other taxable item of cost as provided for by the laws of the State of Wisconsin as applicable to forfeiture actions that are in effect at the time of the offense, and any other taxable costs as imposed by any other provision of this Code. In default of payment of such forfeiture and costs may have his/her driving privilege suspended per Sec. 345.47(1)(b), Wis. Stats., or be imprisoned in the County Jail until such forfeiture and costs are paid or both, but not exceeding six (6) months.

(b) **Continued Violations.** Each violation and each day a violation continues or occurs shall

- (1) Constitute a separate offense. Nothing in this Code shall preclude the City from maintaining any appropriate action to prevent or remove a violation of any provision of this Code.

City of Onalaska - Snow Route 2 (Middle/Green Coulee)



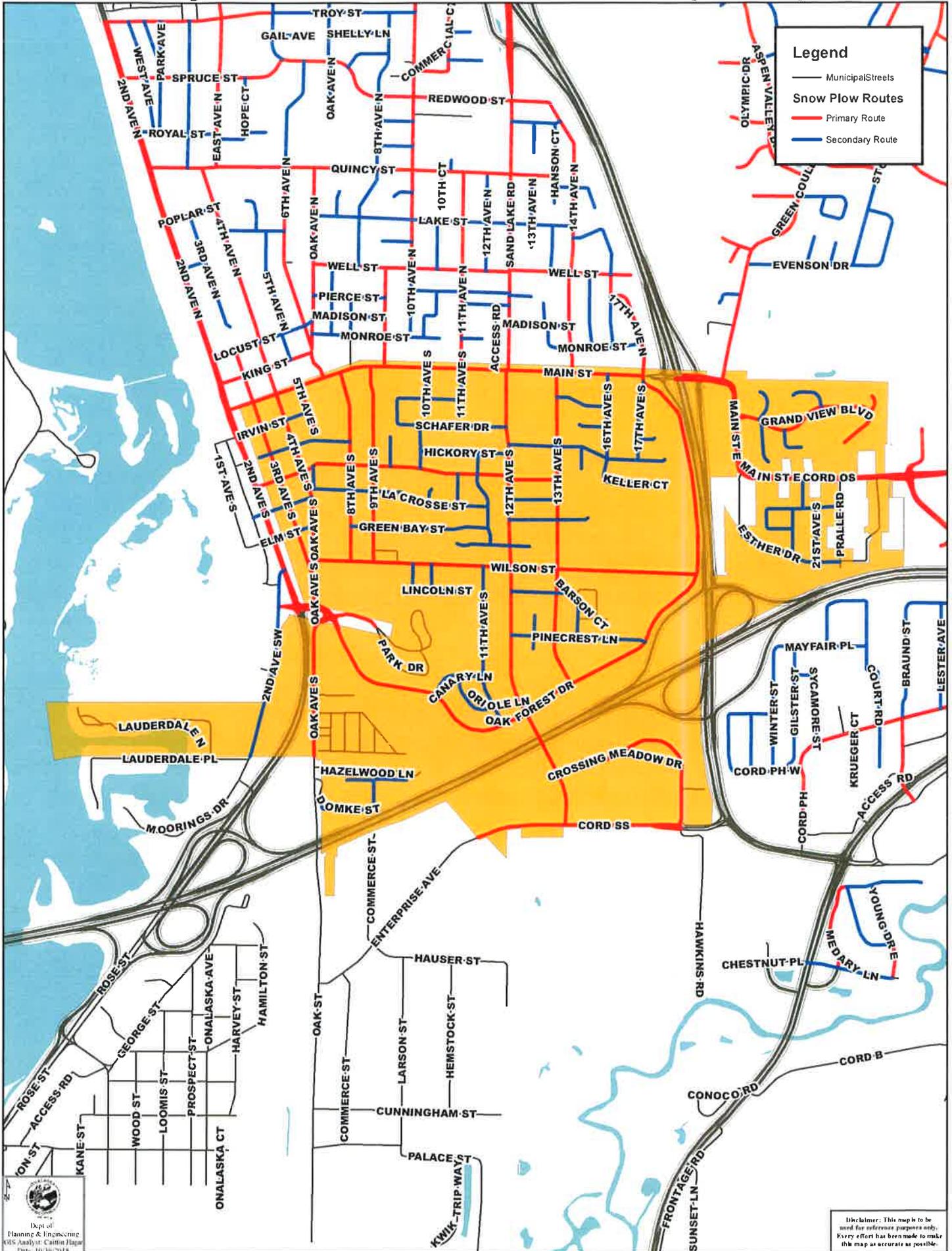
Legend

- Municipal Streets
- Snow Plow Routes
 - Primary Route
 - Secondary Route

LAUDERDALE LN
E PL
Dept of
Planning & Engineering
GIS Analyst, Caitlin Hager
Date: 10/30/2018

Disclaimer: This map is to be used for reference purposes only. Every effort has been made to make this map as accurate as possible.

City of Onalaska - Snow Route 3 (South)



Legend

- Municipal Streets
- Snow Plow Routes
- Primary Route
- Secondary Route

City of Onalaska - Snow Route 4 (Medary/STH 16)

