

City of Whitewater-Snow and Ice Control Policy

Standard Operating Procedure

The following is the City of Whitewater's Department of Public Works' program and procedures for scheduling staffing and equipment in a snow and ice emergency.

The City of Whitewater limits the amount of salt that is applied to its streets in an effort to protect its groundwater and the quality of its lakes and waterways. Only main arterials, main connector streets, school bus routes, and streets surrounding schools as well as major hills and curves are salted. All other City of Whitewater streets receive salt/sand to act as an abrasive on hills, intersections and curves.

Weather reports from our local weather bureaus are monitored daily. Multiple internet weather forecasting sites and radars are also monitored. Scheduling and timing a full-scale plowing operation has to be a well-thought out process because of its cost. Commencing a plowing operation too early or too late can add considerable amounts of additional expense to the operation and could generate citizen complaints. When a storm warning is received, it is necessary to consider these factors before scheduling personnel and equipment:

- Time of day storm starts
- Day of the week
- Duration of storm
- Temperatures-during and after storm
- Wind velocity – during and after storm
- Water content of snow
- Type of precipitation; snow, sleet or freezing rain
- Time of year
- Intensity of storm

The following is a prioritized list of public areas in the city that will be served during the city's snow and ice control operations from highest to lowest priority. These areas are serviced by city owned equipment and augmented by private equipment and/or contractors.

Class of Service

Class 1: Streets that are designated as State or Major Collector 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 1 Streets; the accumulations of snow shall be hauled from Class 2 areas as appropriate to designated snow storage areas with capabilities to handle melted snow runoff.

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, depending on current conditions.

For the purpose of plowing, the City has been divided into six areas. Every street in every area has been assigned a plowing class. In any given area, Class 1 and 2 streets will be plowed before class three streets are started. Plowing will then continue by Class of streets. If snow continues to fall, 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 but may be completed during the day depending on storm timing.

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 7% 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. 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 or below State of Wisconsin recommended maximum use of 300 pounds per lane mile.

The City recognizes that the conditions may be so unusual or unexpected that a departure from these general procedures could be authorized. Therefore, when conditions warrant, the Street Superintendent or his designee may declare a snow emergency.

Council approved: 4/8/2010 (date)