



City of Antigo Snow Removal Policy

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INTRODUCTION

Due to Antigo's geographic location, we are subject to freezing rain, ice and snow from November through April. The responsibility for keeping vehicular and pedestrian traffic moving safely on Antigo's sixty (60) miles of city streets during and following snow and ice storms is the responsibility of the City's Street Department. The City of Antigo does not have a bare street policy. The goal is to maintain the streets as well as winter driving conditions as weather, equipment and budget allow.

The following is a brief synopsis of the operational phases in the City's snow and ice control program.

PRIORITY STREETS

The City is responsible for sixty (60) miles of streets during snow and ice storms. Approximately 15 miles of this total is first priority plowing and chemical/abrasive treatment. The priority routes are the city's arterial and major collector streets. The remaining streets are divided into five (5) residential plowing districts. The residential plowing districts are the lesser-traveled collector streets and residential streets. The streets within the residential districts are treated only after the priority routes have been treated and are in acceptable driving conditions. The priority routes have been laid out in a grid pattern over the entire city with most residences no more than three normal city blocks from a priority route.

Priority streets are those that encompass schools, hospitals, emergency facilities and major routes of travel, for example state highways. The City of Antigo Common Council has selected these streets to be designated priority streets therefore, they are the only governing body that may change the designation of a street, or add a street to the list of priorities. In order to more clearly designate to all parties involved which streets have been designated as priority streets, a list follows with exact descriptions. The Director of Public Works or Street Commissioner may elect to temporarily make changes in designation due to street construction projects or additional emergency facilities being added. If under their direction, it seems necessary to change a priority street designation permanently, proper committees will be notified for approval.

OFFICIAL PRIORITY STREETS

East to West

10th Avenue from Western Avenue to just past Berner Street (City Limits)
5th Avenue from Western Avenue to end of the block of 300 E. 5th Avenue (City Limits)
1st Avenue from Western Avenue to Superior Street
7th Avenue from Elm Street to Aurora
2nd Avenue from Edison Street to Langlade Road
Freiburger Avenue from South Superior to just past Berner Street (City Limits)
Mendlik Avenue from Hogan Street to Deeglise Street.
Century Avenue from Alternate Route to Charlotte Street
Amron Avenue from North Clermont to State Hwy 45 (Neva Road)

North to South

Superior Street from Forrest Avenue to Rusch Road. This turns into Neva Road at Badger Avenue

Clermont Street from Forrest Avenue to Amron Avenue

Aurora Street from E. 10th Avenue to E. 5th Avenue

Langlade Road/State Hwy 52 to Flight Road/Byrne Street

Field Street from 5th Avenue to 10th Avenue

Deleglise Street from 10th Avenue to Mendlik Avenue

Elm Street from 10th Avenue to 1st Avenue

Sunset Drive from 10th Avenue to 1st Avenue

Alternate Route from Hogan Street to Century Avenue

Milton Street between 6th Avenue and 7th Avenue

ASSESSMENT

Planning and preparing for a snow and ice control project of any magnitude is difficult and is made more difficult by the uniqueness of each storm. No two storms are identical. The interrelationship of factors such as rate of snowfall, moisture content, accumulation, temperature, time of day and wind velocity determines the uniqueness of each storm. Therefore, the City's snow and ice control program must be definite in nature in order to establish systematic procedures for fighting any storm, while being flexible enough to combat the unique aspects of each storm.

When evaluating the effectiveness of the snow and ice control program, it must be remembered that there are many factors affecting the impact of a storm on the community. During most storms, the greater the snow accumulation, the greater the problem. This is particularly a problem in the central business district where the snow accumulation is required to be hauled from the area. The time at which a storm occurs can have a very adverse effect. A storm (3" to 6" or more) during the early morning hours is more difficult to combat than the same storm in the early evening. It takes 10 to 14 hours to clean up the entire city with a 3" snowfall. With a 4" or more snowfall we are capable of plowing the city but are unable to pick-up all the snow in that same 10 to 14 hour time-span. Anytime we incur snowfall of 4" or more; we are going to need more equipment on the street. The best working hours are 12 a.m. to 8 a.m. High wind conditions will cause streets to quickly fill up again with drifted snow, thus requiring additional effort on the part of the snow fighting forces. The temperature at the time of the storm will also affect conditions. Snow falling on warm pavement may disappear with little effort. However, a moderate storm, coupled with a prolonged sub-freezing period, will greatly increase the required removal effort. The type of snow will also have an effect on the snow fighting effort. Light, dry snows handle more easily than heavy, wet snows.

SNOWFALL AMOUNTS

In an effort to have a clear-cut policy as to when we will start plowing the following has been established.

Weekend (Employees will be activated to a “called out” status)

Less than 2" snowfall: We will salt the uptown, highway and apply sand/salt to priority streets.

2" to 3" snowfall: We will plow uptown to the sides and plow priority streets.

3" or more snowfall: Complete snow removal.

Weekday (Employees will activate into snow removal from routine services)

Up to 2" snowfall: We will salt downtown and plow everything possible until nightfall and then plow the streets.

2" or more snowfall: We will plow everything but the uptown. In the evening we will plow the uptown area. This is due to the heavy traffic in this area, there is no way to safely operate the equipment until the area is clear of traffic.

WEATHER CONDITIONS

Receiving and analyzing weather information is perhaps the most critical link for a successful snow and ice control program. Making a decision at the right time, before the storm has effectively blocked most courses of action, is vital to the success or failure of the total operation. At the present time, the Public Works Department depends upon the U.S. Weather Bureau forecasts and television forecasts, which although accurate, does not allow access to round-the-clock, early warning weather forecasts. We do rely on the City of Antigo Police Department to relay dangerous conditions, icy intersections, etc. to us also, as they are very often the first to experience winter driving conditions during the twilight hours. At any time when visibility declines to the point that it is hazardous to the operator(s) all snow plowing and ice control will be discontinued until such time as visibility improves.

DRIVEWAYS

The City will not chemically treat, sand or plow on private property and cannot shovel out ridges in driveways caused by the snowplows and graders. Snow removal from driveways is the property owners' responsibility. Every effort is made to avoid any extraordinary dumping in driveways but unfortunately there are occurrences in which we do plow or grade a street after the property owner has already performed clean up. This cannot be avoided without additional manpower and additional machinery being put on the streets so that all plowing and grading is finished by 7 a.m. in the morning

ICE REMOVAL

The first step in fighting any snow storm is the spreading of either chemicals or sand on those priority routes where traffic conditions are such that tie-ups are likely to occur if

slippery or icy conditions develop. The use of straight rock salt for snow and ice removal is a widely recognized and accepted procedure throughout the Snow Belt on state highways only. With favorable temperatures, salt will be used to melt up to 2" of snow and will prevent the bonding of compacted snow to pavements, thus ensuring a cleaner plowing job should plowing become necessary. Less than optimum results occur during temperatures below 15° F and when traffic volumes are too light to activate the chemicals. When the temperatures are extremely low and salt cannot melt the snow and ice, sand must be used rather than chemicals to act as an abrasive to provide traction. Straight salt will only be used in extreme conditions designated by the Public Works Director or Street Commissioner other than state highways when it is determined that it will ease a traffic hazard. A salt/sand mix is spread on the traveled collector streets and residential streets at preplanned locations on hills with grades exceeding 6% and at difficult-to-negotiate areas such as intersections with major streets. At the onset of salting operations, the Street Commissioner or Director of Public Works will distribute a list of sectors for application of salt/sand mixture. Prior to terminating salting operations, operators will contact the Street Department to see if the dispatcher from the Police Department has reported any additional slippery spots. If not, the operators will notify the acting authority that they are terminating salting operations.

Frequency of Applications: It is not possible to predetermine precisely when, where or the volume of chemicals with abrasives to be placed on the roadway. Each circumstance involving a hazardous condition and the particular need for vehicular traction must be judged on its own merits, consideration for safety of the traveling public using a particular roadway at a particular time should govern usage. The need for additional applications after initial applications of abrasive and chemical will also depend on the length of the storm and the chemical's action on the surface (see underlined portion of Ice Removal paragraph)

STREET SNOW REMOVAL

The first step in the snow removal operation is the plowing of the priority snow removal streets, which takes place as previously stated, when there is 2" or more snow on the streets and more is expected. When the priority snow removal routes have been completed and are in acceptable driving condition, and if the total snow accumulation is more than 3", snowplowing operations normally are initiated in the 5 residential plowing districts. The order that the residential districts are plowed is based on the topographic conditions of each district. Those districts that have conditions, which are the most difficult for motorists to negotiate in inclement weather and have school access streets, are done first. However, other conditions such as depth and moisture content of the snow and ability of vehicles to travel in residential streets enter into each residential plowing decision.

DOWNTOWN OPERATIONS

For both chemical and abrasive control and snowplowing, the central business district is treated as a separate entity from the remaining chemical, abrasive, and plowing

operations. When possible, it may be advisable to melt with chemicals a normal snowfall in the downtown area instead of plowing. This is advantageous in that traffic is able to move without being hindered by snowplowing equipment and the curbside parking spaces are not temporarily eliminated because of the need for snow storage. If conditions do necessitate the plowing of the downtown area, plows are pulled in during nighttime hours when pedestrian and vehicular traffic is at a minimum, as stated previously. When the accumulated plowed snow reaches a point that vehicular and pedestrian movement is significantly hindered, hauling the snow from the downtown area is initiated. The hauling operations are limited to the central business district and nearby areas that have on-street parking.

MUNICIPAL PARKING LOTS

Municipal parking lots will have complete snow removal from permit stalls on the 1st and 3rd Wednesday of each month if necessary. Those holding permits for these stalls will have vehicles removed prior to 8:00 a.m. and removal will be completed before noon.

SNOW DISPOSAL

The City of Antigo disposes of all snow by the land disposal method. The City of Antigo owns all disposal sites.

A) Old Dog Pound, west of Byrne Street, NE area, big site, close for 5th Avenue east of Hwy 45 disposal.

B) Dead end area of Center Street to the West.

Due to the fact that we now only have two snow disposal areas it takes much longer to haul the snow away, dispose of it, and then return to the area it is being removed at. Our existing snow disposal operations include the use of loaders and graders to windrow the snow to the middle of the parking lots or the middle of the streets. A large snow blower is used to load the snow into 20-yard City trucks. The snow is hauled to the nearest disposal site. The snow is removed from Hwys. 45 first. Then we remove the snow in the central business district. The above snow disposal areas are for City use only. Private snow removal contractors are required to locate their own disposal areas.

INITIAL MOBILIZATION PROCEDURES

If the decision to fight a storm is made after the normal working day has ended, a telephone call list is used to notify the affected personnel. As the necessary personnel arrive, priority routes are assigned and the snow fighting operation is initiated. The Street Commissioner or a designated representative will only initiate a snow and ice control program. If the accumulation is significant (2" or more) a snow emergency is initiated.

Additional Mobilization: When called on a hazardous situation, if it is determined that removal or sanding has not been accomplished or that additional work will eliminate the hazard, we will call out personnel to remedy the situation. If efforts have been made to correct the hazard and weather is the factor that we cannot effectively remedy the hazard at that time, we will proceed to attempt again during regular business hours. If road chemicals are ineffective due to low temperatures and therefore we are unable to remedy

the hazard, winter driving safety factors will be stressed and residents will be encouraged by dispatchers to slow down due to icy conditions which at present cannot be addressed due to the climate.

PERSONNEL AND EQUIPMENT

The personnel that fight a snowstorm are made up with 13 persons from the Street Department. We may utilize additional 3 persons from the Water Department, 3 persons from the Park Department, 1 person from the Sewer Department and 1 person from the Landfill if it is found to be necessary.

It is very rare for any city to have sufficient equipment to adequately handle all snowstorms regardless of the amount of accumulation; to do so is just not economically feasible. The Public Works Department utilizes the following major pieces of equipment for snow removal operations:

Wheel End Loaders	3	
Motor Patrol Graders	5	
Truck Mounted Snow Plows		3 (only used to replace a broke down grader)
Salt/Sand Spreaders	2	
Loader Mounted Snow Blower		1
Tandem Trucks w/Snowboards		6

Operators will only be allowed to operate equipment for no longer than a 14 (fourteen) hour continuous period and then will have 6 (six) hour minimum rest period before being allowed to resume operation of equipment.

SNOW EMERGENCY

A snow emergency shall exist whenever there shall be an accumulation of snow of not less than three (3) inches during a twenty-four (24) hour period and such accumulation hinders or interferes with the safe and expeditious movement of traffic or impedes the ability of an emergency or public transportation vehicle to travel safely and expeditiously over the streets and highways of the City of Antigo. Such emergency shall continue in effect for a period of 48 hours after snow has ceased to fall, or until such time as the snow has been removed from the streets or highways within the City, or until the snow emergency has been rescinded by action of the Director of Public Works.

SNOW PILES ON PRIVATE PROPERTY

No person shall cause snow piles to be placed in such a manner as to impede or visually obstruct the safe flow of traffic on public rights of way. If snow piles exist which are considered hazardous by the Police or Public Works Departments, the owner or occupant of the property will be asked to remove the piles. Piles higher than 30" above the top of the curb or street centerline and lying within 15' of the back of the curb near driveways, or within a 25' triangle at intersections will be generally considered hazardous. If the owner or occupant does not remove the hazardous snow pile, the City of Antigo Street Department will remove the snow and the cost of this will be charged to the owner or occupant, plus any administrative costs.

MAILBOX DAMAGE BY PLOWS

If mailboxes are properly installed they will not be in conflict with normal plowing. No part of the mailbox can extend past the curb back. On "rural" profile streets, no part of the mailbox shall be within 18" of the edge of pavement. It should be remembered that weather, frost, and age will affect the placement of a mailbox and annual maintenance by the resident is recommended. If a City plow or truck damages a mailbox due to the force of the snow rolling off the plow, the mailbox will not be repaired or replaced by the City. Residents will be encouraged to keep areas around their mailboxes clear of snow inclusive of the vicinity of its location. If the mailbox extends past the back of the curb or 18" setback, and is damaged by a city plow, the city accepts no liability for damage. If a mailbox is damaged due to operator error, the operator will notify the Street Commissioner of the location and the amount of damage. The Street Department may choose to replace the mailbox with a standard type mailbox. The City of Antigo cannot replace decorative mailboxes. A standard design will be used for all mailbox replacements. A property owner who installs a decorative mailbox or decorative materials on the right of way does so at his or her own risk and the City cannot be responsible.

It is assumed that motorists will use caution in their winter driving; operate the vehicles in a safe manner; have their vehicle's properly equipped for winter travel; be aware of the weather and winter driving conditions before traveling; and limit their travel when hazardous conditions exist.