

Village of Addison Snow & Ice Removal Program



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VILLAGE OF ADDISON

SNOW REMOVAL AND ICE CONTROL POLICY

MISSION STATEMENT

To provide safe passage throughout the Village of Addison during and following winter storm events by removing snow and ice from our roadways in a safe, cost efficient, environmentally friendly, and timely manner.

I. PROGRAM OBJECTIVES:

- a) Provide for an organized, safe, cost effective program while balancing the public's traveling safety, minimizing chemical use and environmental impacts caused by roadway chemical treatment.
- b) Maintain accessibility to all streets in the Village for emergency vehicles.
- c) Ensure operational completion within a reasonable time frame following the end of winter storm events.
- d) Provide a safe working environment assuring the welfare of staff as well as Village residents traveling during winter storms.
- e) Provide for safe passage through school zones and clear corners for all schools to increase visibility for both drivers and school children walking to and from school. To accomplish this plowed snow will be carried past all cross walks instead of pushing snow against corners.
- f) Minimize environmental damage to streets, infrastructure, and the environment.
- g) Provide public building accessibility.
- h) Curb streets and push back corners in plow zones.

II. LEVEL OF SERVICE:

Addison Public Works has divided the Village streets into seven (7) response areas for the purpose of snow operations management. The program's intent is to assure that roadways are passable and safe for travel within 12 hours after the completion of a winter storm event. Continued attention will be required beyond completion of said storm event due to blowing snow, storm conditions, and resident/contractors pushing snow onto roadways. The Public Works fleet has 33 pieces of winter storm fighting equipment, including anti-icing tank trucks, snow plows, end loaders, salt spreaders, and a well trained staff. During major storm event recoveries, Public Works staff may be split into two (2) teams that will have the ability to work at 12 hours shifts (12/12).

- a) **ROADWAY TREATMENTS:** As outlined in Section 6.a., roadways can be treated in several methods prior to the blade snow removal. These methods include:
 - 1) Anti-icing treatment: This is the method chemically pretreats roadways prior to a storm event which helps release ice/snow from the road deck.
 - 2) De-icing: Deicing uses chemical treatments to aid in the removal/melting of ice and snow from road decks during and after a storm event.
 - 3) Pre-wetting: This process uses rock salt that has is pretreated with a wetting agent (either as bulk or as the product is spread) to aid in the speed of melting, reduce salt scatter, and improve the performance of melting ice and snow at lower temperatures.

b) **STAGES OF RESPONSE:** Each winter storm varies in duration, intensity, temperature, precipitation type and amount. In response to the variety of such combinations, the Village of Addison's Department of Public works utilizes its resources of trained personnel, vehicles and equipment with continuously updated weather forecasts and monitored street conditions to implement strategies of mitigation. Five basic stages of winter storm response are utilized in the Snow and Ice Removal program, which may change, escalate and de-escalate throughout the durations of a storm event.

Stage 1: *Anti-Icing Roadway Treatments*

- Pretreating roadways with anti-icing chemicals within or up to 48 hours prior to a predicted storm event (only when predicted conditions are suitable for such).

Stage 2: *Pre-wetting & De-Icing Roadway Treatments*

- Roadway pre-wetting and de-icing operations via salt (and chloride if required) to mitigate ice build-up and slippery surfaces, as well as snowfall on the pavement – typically under one-inch in accumulation.

Stage 3: *Snow & Ice Removal Operations*

- Snow removal operations lasting less than 12 hours (light winter events) where streets can be cleared curb-to-curb within a 12-hour time frame.

Stage 4: *Extended Storm Snow & Ice Removal Operations*

- Split shifts (12hr shifts) during moderate/heavy snow operations to balance storm event recovery efforts where streets **cannot** be cleared curb-to-curb within a 12-hour time frame.

Stage 5: *Emergency Extended Snow & Ice Removal Operations*

- Split shift operations (12hr shifts) utilizing all available Public Works personnel and equipment during emergency operations until recovery is completed and streets are cleared curb-to-curb.

c) **CURBING:** “Curbing” of snow remaining along the curb line will be part of staged responses. The purpose of curbing is to provide a normal lane width for driving and to provide a clean drainage for melting snow runoff to curb-side storm sewers.

d) **ROADWAY SNOW REMOVAL PRIORITY:** The progression of where snow and ice removal equipment will be sent is set by priority:

Priority 1 Maintain accessibility to all major streets for emergency vehicles.

Provide traffic accessibility to all high traffic volume streets.

Provide access to Public Buildings.

Provide access to school routes and crossing intersections.*

*Due to the inherent dangers of snow equipment operations, no plowing operations shall be performed in school areas during children movement activities.

Priority 2 Remove snow and provide accessibility to residential, commercial, and industrial park roadways

Priority 3 Remove snow and provide accessibility to Cul-de-sacs, alleys, and other low traffic volume areas

e) **PARKING LOTS:** Parking lots maintained by the Village will be identified on route maps as well as priority of plowing.

f) MAINTAINED BY OTHERS:

- 1) State, County, and Township roadways are the sole responsibility of State, County, and/or Township. Assistance due to emergency conditions must be approved by the Director of Public Works or his assigned designee.
- 2) Removing snow from private driveways, sidewalks, etc. is the responsibility of the homeowner, business owner, etc. and Village equipment cannot be utilized on private property.

III. SNOW REMOVAL AND ICE CONTROL RESPONSIBILITY:

The Village of Addison's Department of Public Works is responsible for providing ice control, and snow plowing/removal for the Village's 107.6 centerline miles of streets, 163 cul-de-sacs, 29 dead-ends, and specified buildings and parking lots.

IV. PARKING RESTRICTIONS ON STREETS DURING SNOW REMOVAL OPERATIONS:

As per Village Ordinance, it is unlawful to park any vehicle on Village streets if the snow depth exceeds 2 inches. It shall be the responsibility of the Public Works administrative staff to notify the Addison Police Department when this restriction is in effect.

V. SNOW ROUTES, SALTING, PLOWING THRESHOLD AND ICE CONTROL

ROUTES, MAPS AND CHECKLISTS: Public Works has divided the Village into seven (7) routes (review map). Color maps of snowplow areas are printed, laminated, and stored in binders in Village vehicles for operators use. The following table lists the mileage, cul-de-sacs and dead ends in each area.

Area	Centerline Miles	Cul-de-sacs	Dead Ends
1	23.06	21	17
2	13.18	16	0
3	16.47	13	3
4	10.70	11	4
5	11.30	33	0
6	11.27	35	3
7	16.08	34	2

SNOW ROUTE PRESEASON INSPECTION: To help eliminate hazards during the snow plow season, drivers shall be required to drive their assigned route during clear weather to identify and document any potentially hazardous existing conditions. A list of potential hazards are identified in the **Snow Route Pre-Season Inspection** form. Drivers shall be required to document their inspection on this form, and once completed, submit to the Street Division Supervisor for tracking and mitigation. Deadlines for the inspections and submissions are subject to the discretion of the Director of Public Works or assigned designee.

a) SALTING and ANTI-ICING:

Mechanical removal of snow remains as the best overall winter storm event practice. When possible the application of salt on roadways shall be determined by the guidelines as outlined in the **Deicing Application Rate Guidelines** (**ATTACHMENT D**).

Roadway rock salt is generally only effective above 15°F but can melt ice at temperatures as low as -5°F when combined with calcium chloride. The Village of Addison's salt vehicles are equipped to add calcium chloride as a liquid wetting agent during low temperatures to pre-treat rock salt as it is dispersed from the rear of the vehicle. The addition of liquid de-icing materials aid in the speed and improved performance of ice melt at temperatures where straight salt is no longer effective. The Fleet Division is charged with the responsibility to oversee proper calibration of Fleet vehicles' granular and liquid dispersion equipment prior to storm event activities. The current application rate of liquid calcium chloride is set at 10 gallons of CaCl₂ per ton of rock salt.

The salt application rates shall be calculated and pre-determined by the Director of Public Works, or designee, for each storm event and posted on the white board in the PW garage. The rate will be noted in "pounds/lane-mile" for roadway applications and "pounds/1000 ft²" for sidewalks and parking lots. These rate application settings are to be followed by the operator. Any variation to the settings based upon the judgment of the operator shall first be approved by the Director of Public Works or assigned designee.

The application of liquid "anti-icing" materials shall be applied to pre-designated areas of elevated risk, preferably within 48 to 24 hours prior to a predicted snowfall event, dependent upon conditions. The Village of Addison currently uses a blended formulation of 90% salt brine, 10% calcium chloride for anti-icing operations. A flow chart to determine the viability of spraying road surfaces in advance of a storm shall be used by the Director of Public Works or assigned designee as outlined in the **Anti-Icing Application Decision Flowchart** (**ATTACHMENT C**).

b) SALT INVENTORY:

The Village of Addison has bulk storage for approximately 4,000 tons of salt and has a contract commitment to purchase bulk salt during each Fiscal Year. In addition, the Village of Addison supplies treated salt to the Addison School Districts, the Addison Park District, IDOT (if requested) and the Addison Fire District.

- c) PLOWING THRESHOLD:** Plowing will occur when the accumulation of snow on streets exceeds two (2.0) inches or as determined by the supervisor on duty. Salting operations of the areas will follow the plowing operations as needed. Plowing speeds should not exceed 25MPH unless conditions and vehicle limitations prove to be a factor.

During plowing operations, use one curb pass cycle to open cul-de-sacs. Snow will be pushed up and over curbs onto the parkway area wherever open areas exist between driveways, streetlights, fire hydrants and mailboxes.

- d) TANDEM PLOWING:** When tandem plowing is required, extreme caution shall be exercised in maintaining a safe interval between plow vehicles. In addition, when clearing signalized intersections, use additional caution and obey signal timing. Conditions warrant number of trucks in tandem, usually two trucks on side streets, two to three on mains or if conditions warrant four trucks on mains.

- e) **ICE CONTROL:** Salting/de-icing shall occur whenever icy conditions warrant. Area Team Leaders will determine whether **emergency** salt application is required and inform the Team Supervisor. Team Supervisors will determine the length of the emergency salting operation based on effectiveness and changing weather conditions. Except for emergency conditions noted above, or at the specific request by Police and other Emergency Agencies, salting will only occur after plowing is completed.
- f) **ANTI-IDLING POLICY:** As per department policy and State law diesel equipment cannot idle for more than 10 minutes. During shift changes, pull the equipment into the garage and shut down for pre/post driver inspection and Fleet Services inspection.

VI. PROPERTY DAMAGE AND REPAIR:

- a) **PARKWAYS:** Although all efforts are made to avoid damage during snow and ice removal operations, it does, and will occur, with even the most cautious drivers. In cases where turf damage has resulted from the plow, all resulting restoration will be seeded as soon as weather conditions allow in spring. Only under extreme circumstances will parkway damage resulting from excessive salt be restored.
- b) **MAILBOXES:** Mailboxes may be occasionally damaged during Village snow removal operations. In the event that a mailbox is damaged as a result of Village snow removal operations, the box will be repaired in place (if possible) or replaced with a standard mailbox and 4"x6" pressure treated wooden post by Public Works staff at the earliest possible opportunity.

Residents with mail boxes noted to be damaged or in disrepair prior to snow operations, or found not to have been installed per Village of Addison Code, Ordinance No.O-05-98, Section 1212 – Parkway Mailbox Placement, will be given notification for remediation by the Village and documented. Mailboxes left unmitigated yet reported as damaged by plowing operations will first require a claim to be filed with the Village's insurance provider and may not be eligible for replacement by the Village.

FOR REFERENCE:

SECTION 1212 - PARKWAY MAILBOX PLACEMENT:

Mailboxes located in the parkway shall be installed according to the following specifications:

- A. The face of the mailbox shall be located twelve (12) inches behind the back of curb.
- B. The bottom of the mailbox shall be located forty two (42) inches above the finished grade.
- C. A mailbox post shall have a maximum size of six (6) inches x six (6) inches. The post shall not be made of concrete or masonry.
- D. Posts may be anchored in concrete or masonry that does not project more than one (1) inch above the finished grade.

Mailboxes failing to meet these specifications will not be repaired or replaced by the Village of Addison in the event they receive snowplow related damage

VII. DEPARTURE FROM POLICY:

It is recognized that conditions may be so unusual or unexpected that a departure from these general guidelines may be authorized. When conditions warrant, the Team Supervisor in consultation with the Director of Public Works, or designee may order a one-time departure from these general guidelines when, in their opinion, conditions require such action.

VIII. STORM RESPONSE

- a) **PRE-STORM PREPAREDNESS:** All response vehicles shall be inspected, cleaned, fueled, loaded with salt (as applicable), outfitted with plows (if required), and ready to be dispatched prior to a forecasted storm event based upon predicted severity and the timing of the storm's arrival.
- b) **POST STORM ACTIVITIES:** Drivers shall be responsible for refueling vehicles and equipment at the end of their shift. The post-trip inspection of functional systems and vehicle damage shall be and documented on the **Vehicle & Equipment Pre/Post-Trip Inspection and Condition Report** form previously filled out during pre-check inspections. Vehicles and equipment shall also receive a post operations inspection from the Fleet Services Division. The day shift following a snow event shall be responsible for the cleaning of all snow removal equipment. Vehicles and equipment shall be pressure washed to clean the vehicle's chassis, frame, frame rails, and spinners to remove all residual salt from equipment. The vehicle's windows shall be washed and the cab interior cleaned (**DO NOT WASH OUT CAB WITH HOSE**).
- c) **"NO PARKING" ENFORCEMENT:** The Director of Public Works or his assigned designee shall determine when the snowfall has reached the two inch (2) depth for the prohibition of parking on snow routes and the four inch (4) depth for the implementation of the snow removal plan which prohibits all vehicles from being parked on any street. In the event parked vehicles are hampering snow removal efforts, the Team Leader shall be notified and shall inform the Police Department for removal. (**Ordinance 79-74**)
- d) **RECORD KEEPING:** Drivers shall keep a log on start time and finish time starting mileage and finishing mileage, amount of salt used (in tons), as well as amount of chloride used (in gallons) as applicable. Drivers will turn in this information to the Team Supervisor on duty at the end of each drivers' shift. The Street Department Supervisor will be required to tabulate all data on a snowstorm/incident report which will identify all costs associated with the specific snow event. This information shall be tabulated and submitted to clerical staff within 48 hours of completion of a snow event.

IX. RESPONSIBILITIES:

ADMINISTRATIVE OPERATIONS

Director of Public Works

- Ultimately responsible for the coordination and oversight of all Snow and Ice operations.
- Determines when emergency 12/12 operations will begin and end.
- Provides executive support in the determination and procurement of staffing needs and shift time rotations.
- Provides executive support for funding programs to assure materials, equipment, staffing, and other miscellaneous requirements.
- Administers policy and procedural updates, authorizes deviation from policy and administers disciplinary actions when required.

Fleet Services Supervisor

- Oversees Fleet preparations for seasonal snow and ice mitigation activities.
- Oversees Fleet staffing assignments for storm event shifts.
- Maintains adequate supplies of materials, parts, fuels, etc. for each storm event.
- Assures plow structures, salt and calcium chloride spreaders are installed on trucks prior to storm event and properly calibrated.
- Assures all equipment is checked out and ready for salt/snow operations.

Public Works Superintendents

- Assists the Public Works Director in all phases of storm operations.
- Assures program staffing availability across their respective Divisions.
- Assumes the role of any position vacancy within Snow & Ice Operations when in need.
- Assures that all departmental, IDOT, IRMA, OSHA, IDOL, etc. policies are adhered to.
- Maintains contact with operations during storm events.
- Take the lead role in accident review, personal injury investigation and reporting, drug and alcohol testing requirements, and other policy requirements.
- Assures continued operations of vital systems (Water, Wastewater, Laboratory, Sewer) to provide normal services to the residents during the storm event.

Street Division Supervisor

- Administers Snow and Ice program to operations and typically assumes the role of one of the two Team Supervisors.
- Procures and maintains adequate supplies of salt, de-icing and Anti-icing materials.
- Determines storm event priority.
- Determines staffing and equipment needs, requests personnel and coordinates team functions for storm events.
- Establishes calibration settings for salt disbursement with Director of Public Works and Fleet Services.
- Reports equipment breakdowns and mechanical difficulties to Fleet Services and checks repair status.
- Contacts shift personnel as necessary to cover storm events.
- Maintains contact with Director and Superintendent(s) during snow plowing.
- Makes assignment adjustments through the Director or designee.
- Notifies Public Works administrative and clerical staff of operation progress during business hours, during heavy snow storm and emergency conditions.
- Report personal injuries, equipment damage, and property damage as per established procedures to the PW Director or designee.
- Monitor ice and snow conditions and notify proper supervisor.
- Maintains a list of damage caused by plowing operations (mailbox damage, parkway damage) that will require restoration.
- Contacts Police Department regarding private vehicles in need of assistance and to inform them when calls on several parking violators have been made by operational staff.
- Informs the Police Department at beginning and end of salting and plowing operations.
- Visually reviews quality of maintenance and progress of crews during snow removal operations.
- File any required injury, equipment damage, or other damage reports
- Post storm - Assures vehicles and equipment are properly cleaned, fueled, and readied for the next event.
- Tabulates all data on a snowstorm/incident report which will identify all costs associated with the specific snow event submits to clerical staff within 48 hours of completion of a snow event.

Clerical support staff

- Manages communication, requests and complaints during typical work day.
- Provides additional support after hours during a storm event if required.

SNOW & ICE OPERATIONS

Team Supervisors

- Oversees all Village Snow & Ice operations for the duration of their shift.
- Contacts shift personnel as necessary to cover storm events.
- Determines staffing and equipment needs, requests personnel and coordinates team functions.
- Reports equipment breakdowns and mechanical difficulties to Fleet Services and checks repair status.
- Maintains contact with Director and Superintendent(s) during snow plowing.
- Makes assignment adjustments as required.
- Notifies Public Works administrative and clerical staff of operation progress during business hours, during heavy snow storm and emergency conditions.
- Report personal injuries, equipment damage, and property damage as per established procedures to the PW Director or designee.
- Monitor forecasted and current ice and snow conditions.
- Maintains a list of damage caused by plowing operations (mailbox damage, parkway damage) that will require restoration.
- Conveys relevant information, conditions and operations status to next shift Team Supervisor when 12/12 shifts are required as well as to Administrative supervisors.
- Ensure operational completion within a reasonable time frame following the end of winter storm events.
- Post storm - Assures vehicles and equipment are properly cleaned, fueled, and readied for the next shift or event.

Salt Crew / Area Team Leaders

- Oversees all Snow & Ice operations for their assigned Area for the duration of their shift.
- Operates as the Village's first response and backbone to snow & ice events. The Salt Crew is often utilized without the need for a full-team response when storm events are small, producing less than 2 inches of snow or icy conditions. Members of the Salt Crew typically make up the Area Team Leaders of the larger operations.
- Contacts shift personnel as necessary to cover storm events when plow teams are needed beyond salting operations.
- Maintains contact with Team Supervisor during snow and ice operations for Area conditions and program updates.
- Determines staffing and equipment needs based on conditions for their assigned area, requests personnel and coordinates team functions.
- Reports equipment breakdowns and mechanical difficulties to Team Supervisor.
- Report personal injuries, equipment damage, and property damage as per established procedures to the Team Supervisor.
- Post storm - Assures vehicle and equipment are properly cleaned, fueled, and readied for the next shift or event.

Fleet Services support staff

- Checks each piece of equipment for damage and/or service pre and post shift operation.
- Provides continuous support to equipment during the storm event.

Area Snow Team Members

- Consists of Village employees trained across various Village Departments and Divisions assigned to specific vehicles and areas for snow removal support.
- Report for the shift operations timely and ready to perform duties.
- Must notify Team Supervisor of planned or unplanned absence prior to assigned shift, so that necessary changes can be made.
- Inspect assigned equipment for damage and ensure equipment has been properly cleaned, fueled and prepared for the next storm event. Utilize the Vehicle & Equipment Pre/Post-Trip Inspection and Condition Report form for the Pre/Post inspection of the assigned vehicle prior to and after shift operations.
- Work conscientiously to maximizing the welfare, safety and safe passage of roadway users while minimizing damage to streets, infrastructure, mailboxes and the environment during winter storms.
- Operate equipment with operational priorities in mind.
- Maintain accessibility to all streets in the assigned route for emergency vehicles.
- Provide for safe passage through school zones for all schools to increase visibility for both drivers and school children walking to and from school.
- Curb streets and push back corners for snow and ice melt drainage and intersection visibility.
- Ensure fire hydrants and mailboxes remain accessible by taking care when banking snow.
- Provide public building accessibility.
- Report route status to Area Team Leaders, Team Supervisors, or other Team operators periodically.
- Notify Area Team Leader when finished in your area and ask if other drivers need help. Provide assistance in other areas after your area is complete.
- Be on alert for high manholes, water valves, and curbs, etc.
- Check plow blade and frame periodically. Check gauges often.
- Follow anti-idling policy and turn-off truck for rest periods greater than 10 minutes.
- Dress in proper clothing at all times, wearing required and appropriate Hi-Vis safety PPE / clothing anytime when outside of equipment in the field.

XIII. ATTACHMENTS

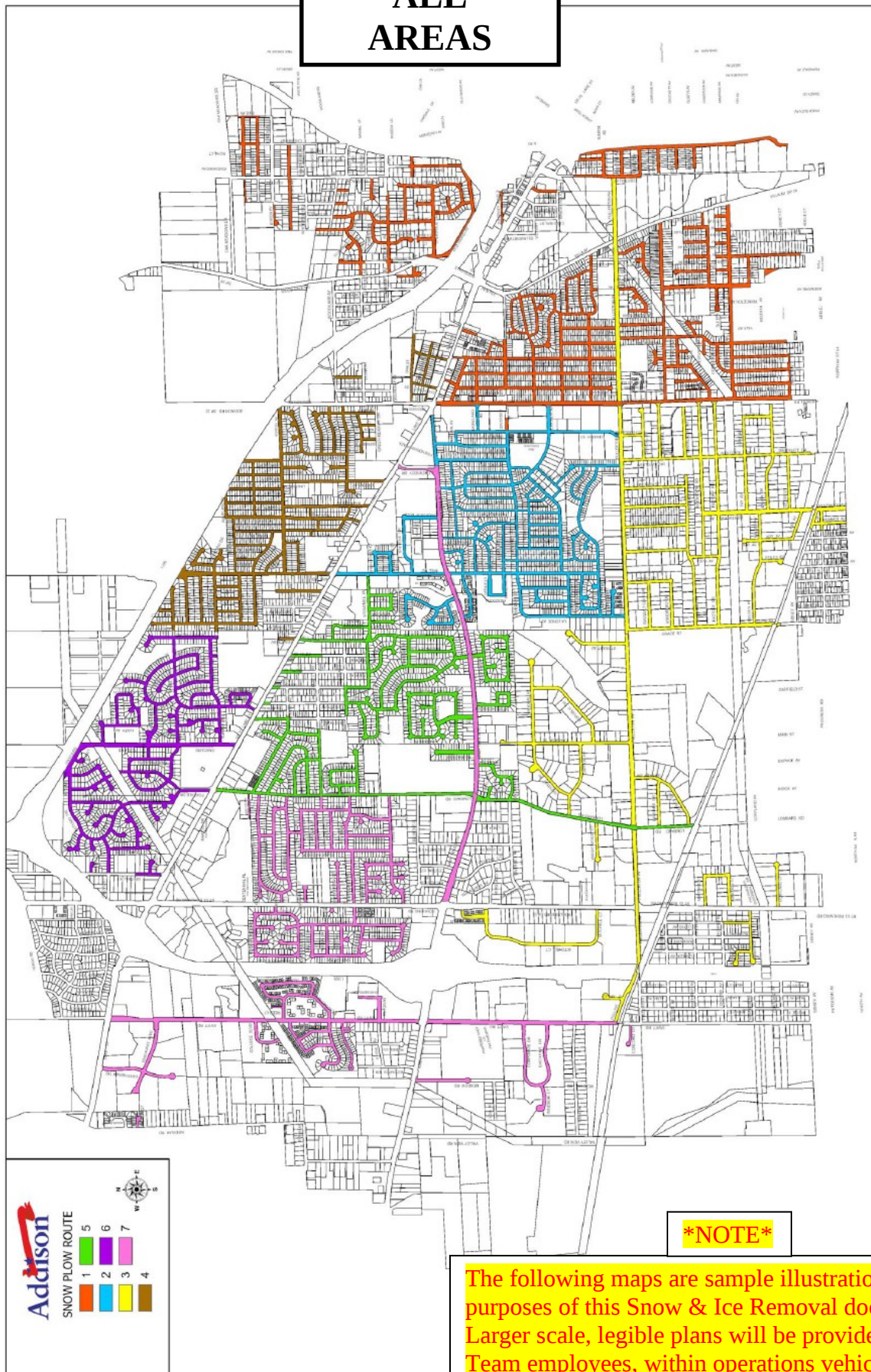
Attachment A: Snow / Ice Response Routes (Maps by Area)

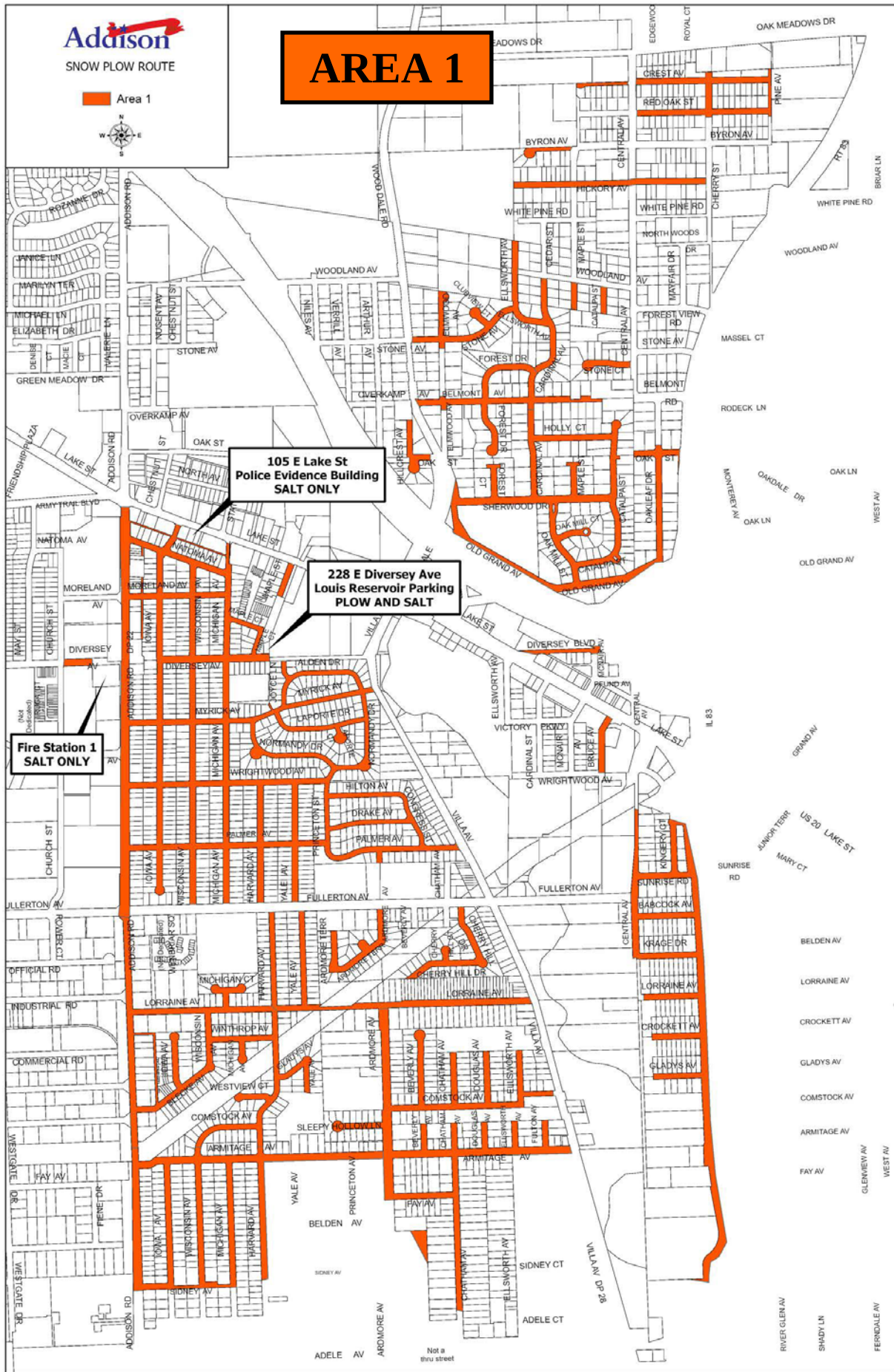
Attachment B: Plowing Team Assignments

Attachment C: Anti-Icing Application Decision Flowchart

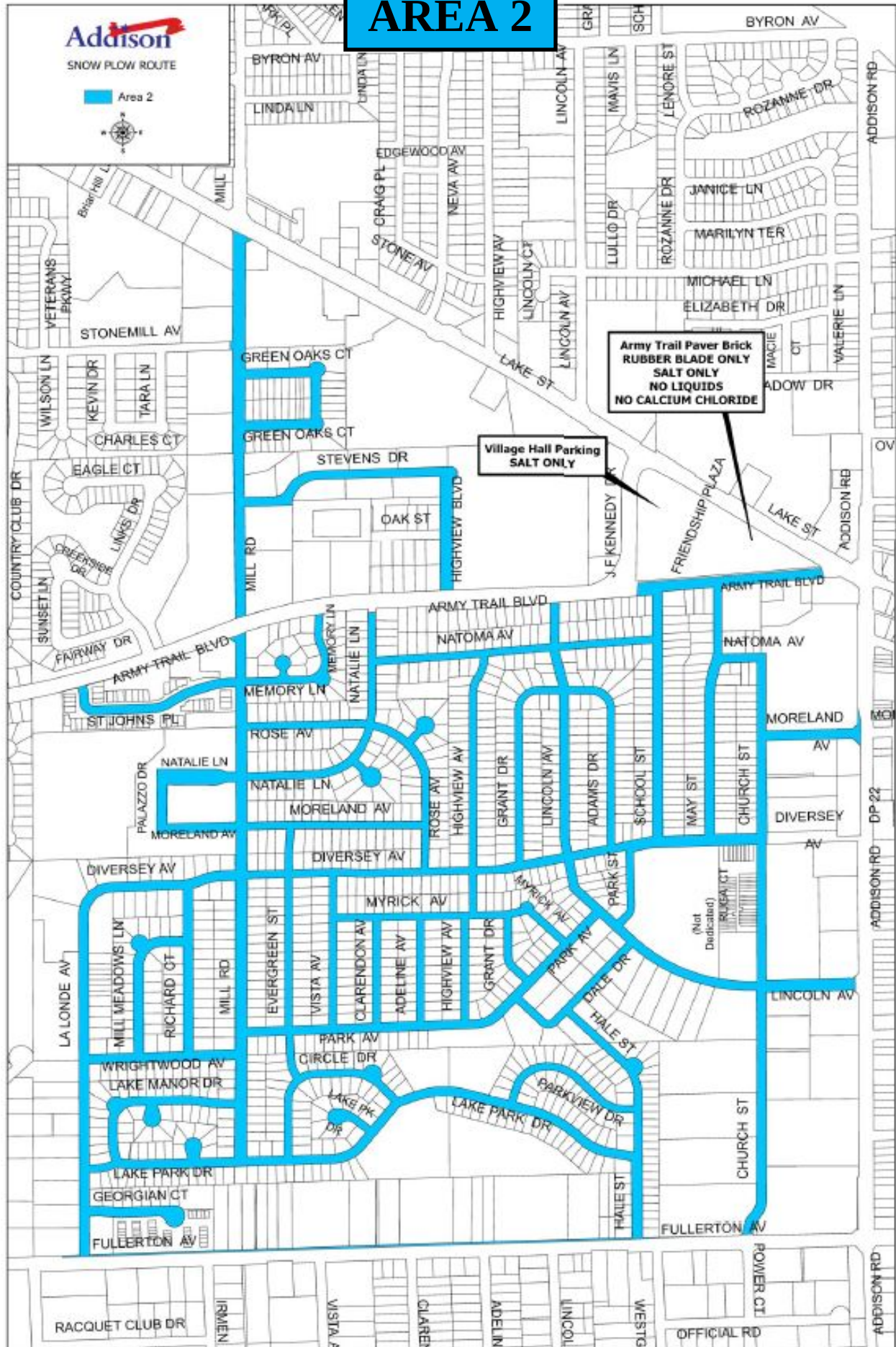
Attachment D: Deicing Application Rate Guidelines

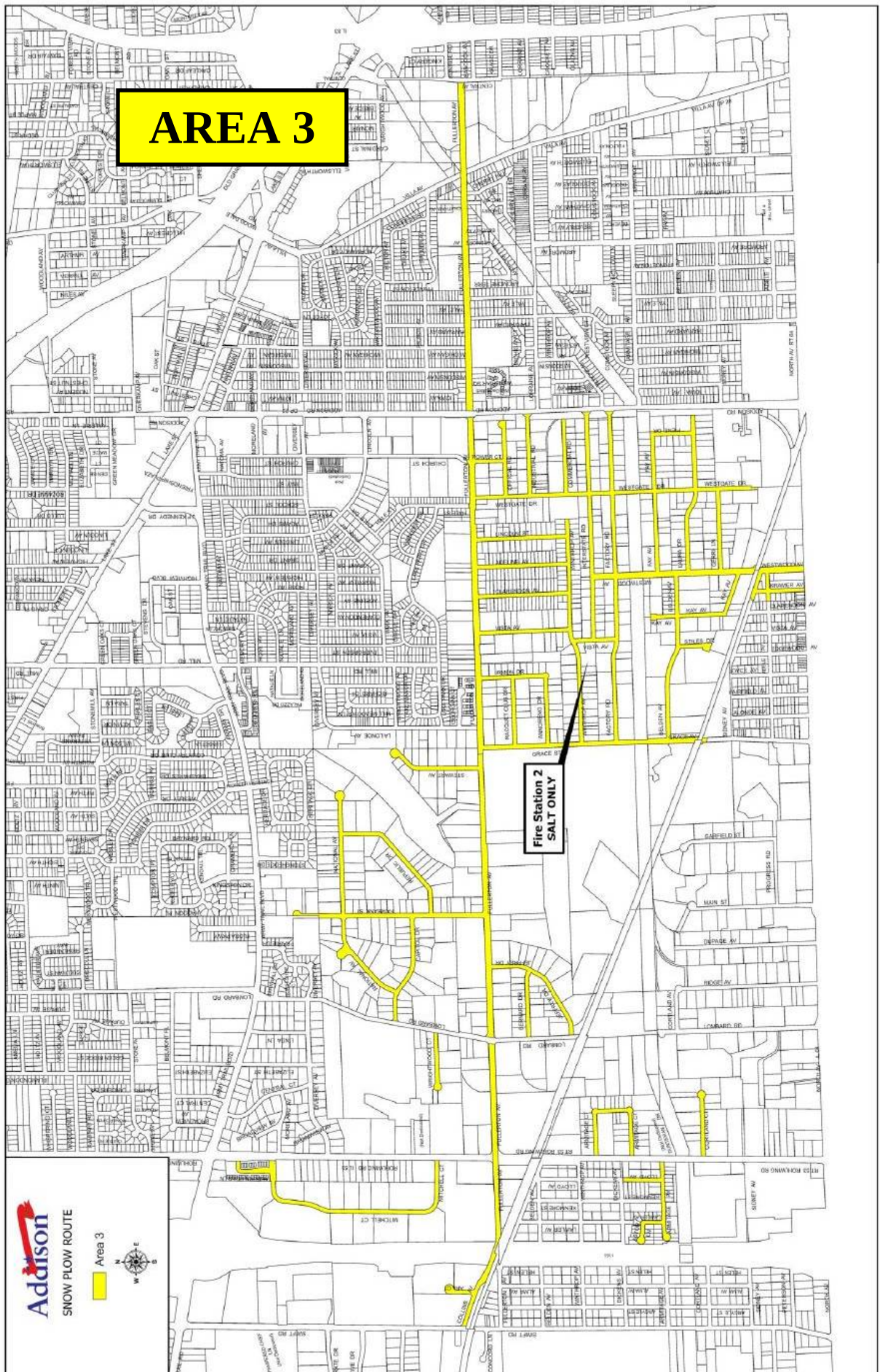
**ALL
AREAS**



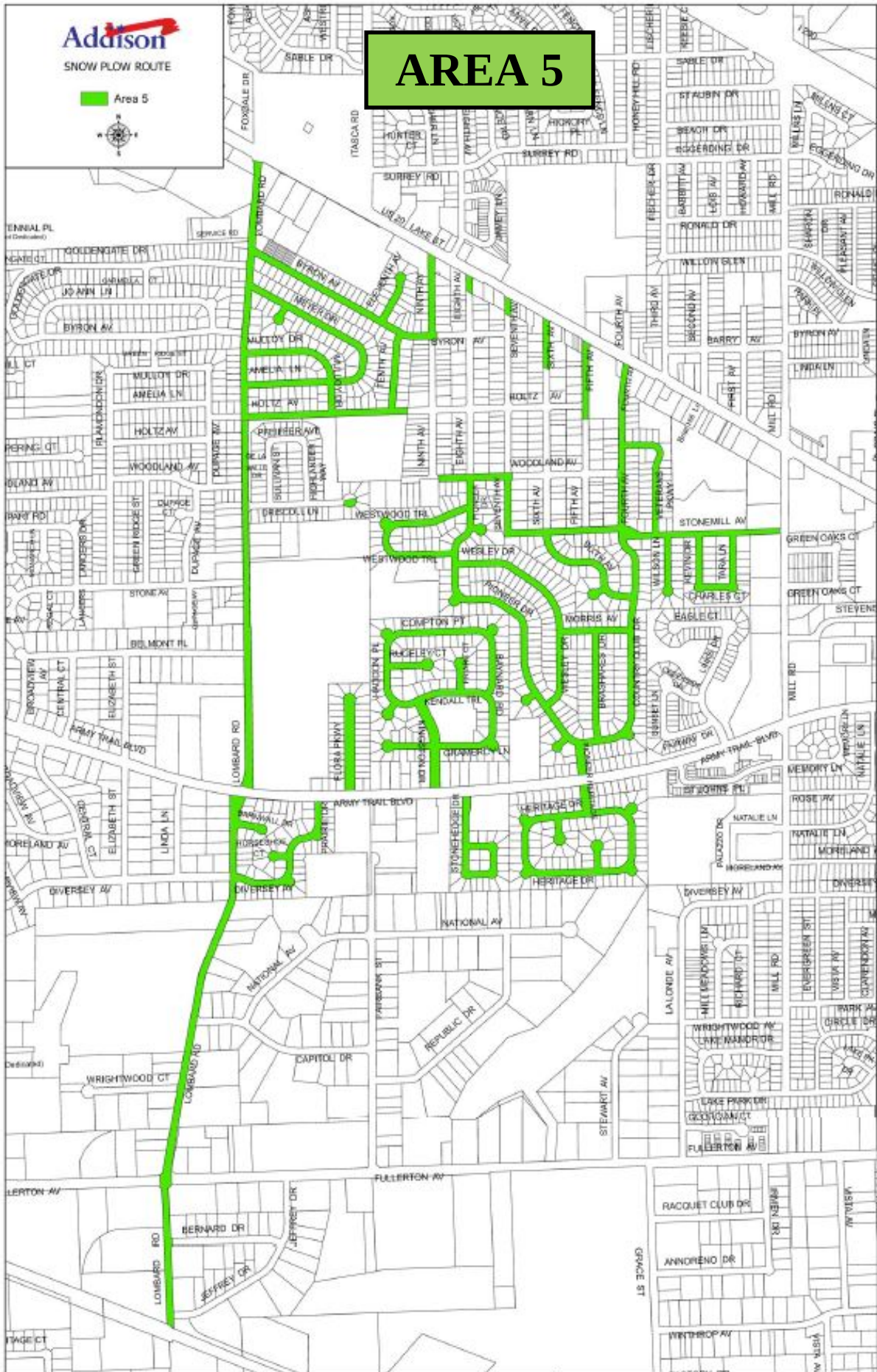


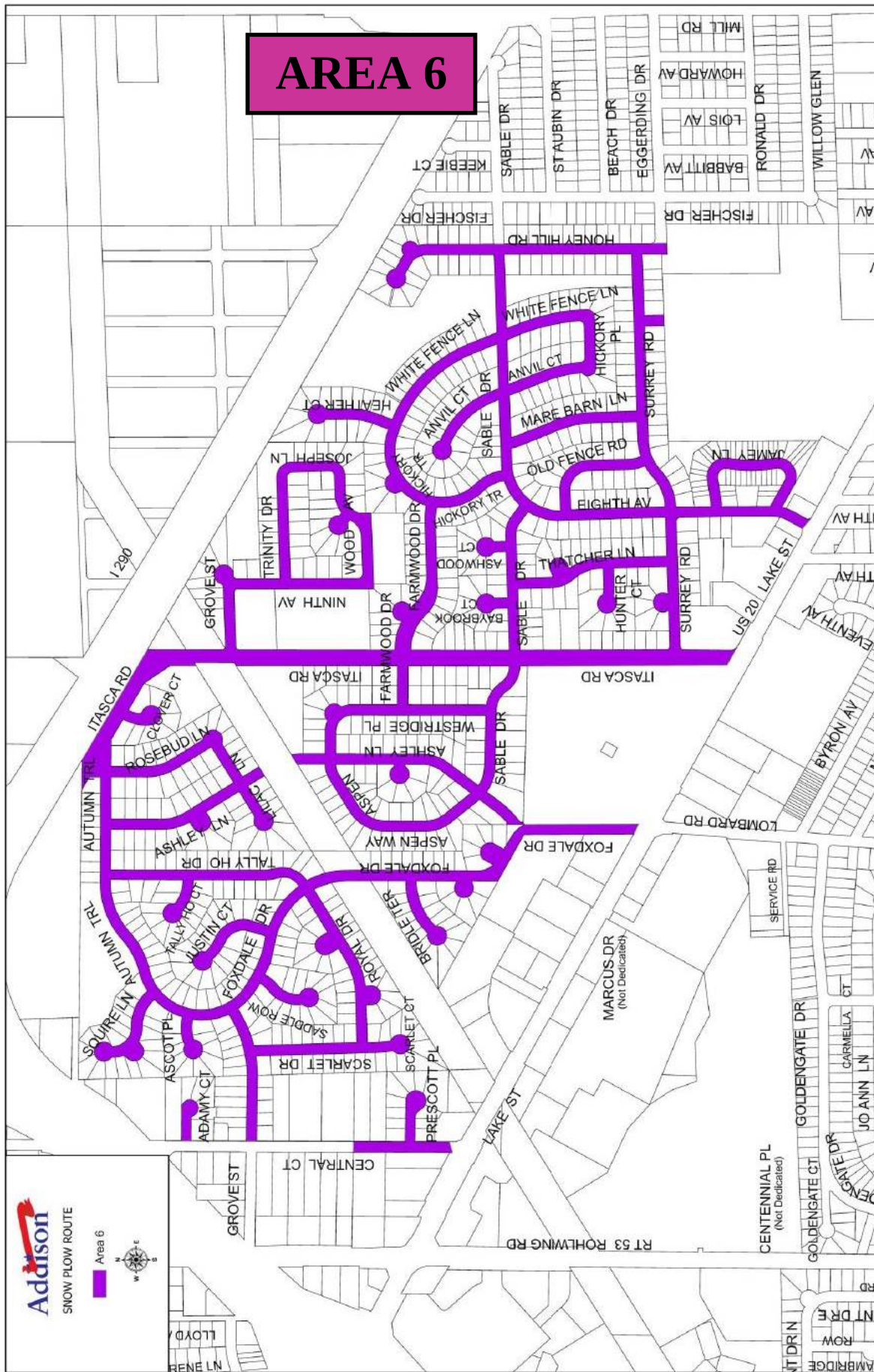
AREA 2

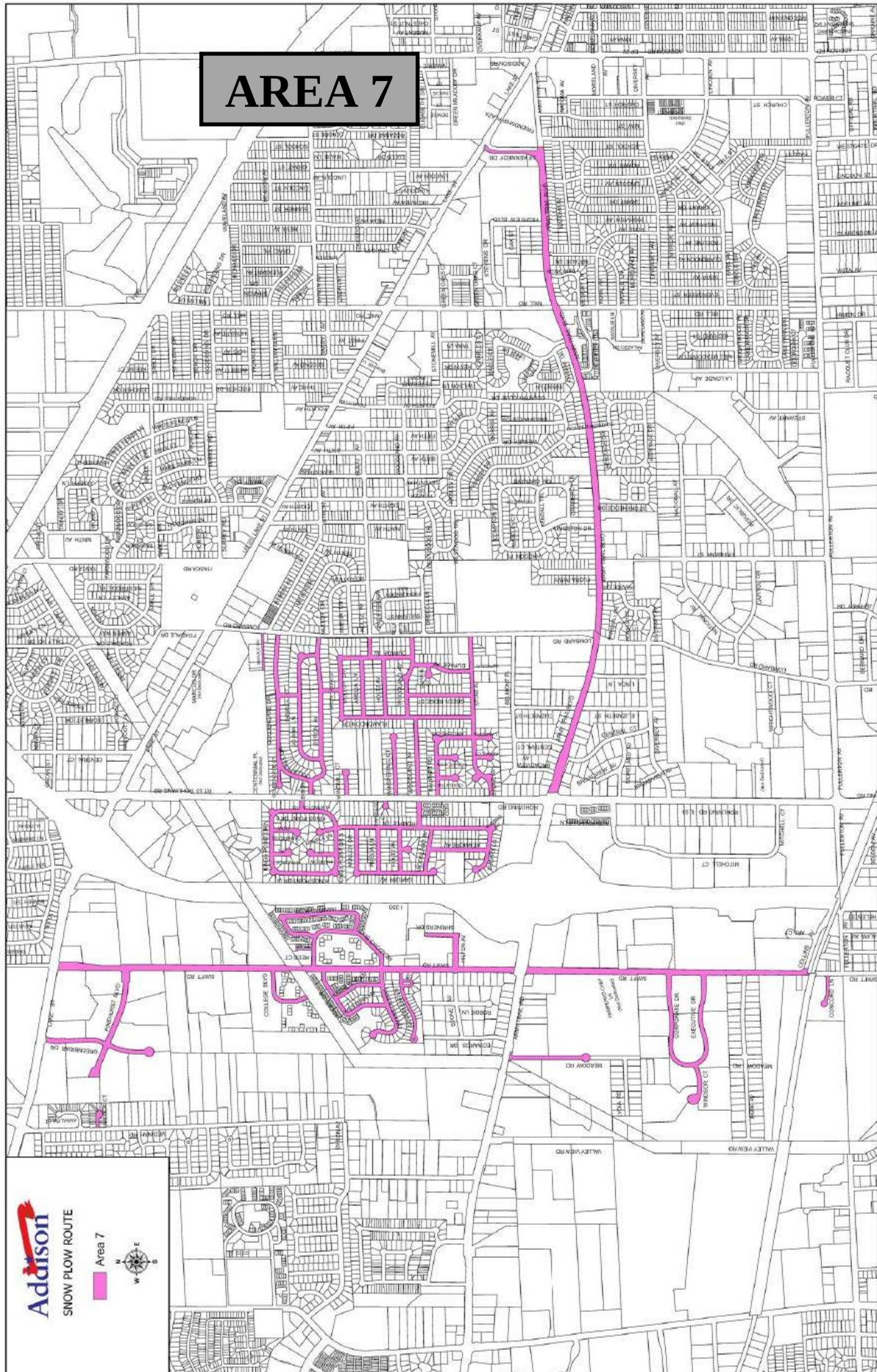












SNOW AND ICE PLAN TEAM ASSIGNMENTS**AREA #1: HOME ADDITION / OAK KNOLL / KINGERY WEST**

Streets South of Fullerton Ave, East of Addison Road and West of Villa Ave. Kingery West Subdivision, Ardmore Terrace, Cherry Hill, Dead End Street off Comstock Ave and Armitage Ave, cul-de-sacs.

Streets North of Fullerton Ave, East of Addison Road, West of Villa Ave and South of Lake Street including AFD on Addison Road.

Oak Knoll Area: Streets West of Route 83, South of Third Ave, East of Wood Dale Road, North of Old Grand Ave (including cul-de-sacs) Oak Street and Hillcrest off Wood Dale Road, Byron off Maple and Louis Reservoir.

Alleys:

- 22 to 51 N Addison Road. (Red Barron)
- 103 to 205 N Addison Road. (Nardi's Pizza)
- 19 to 133 E Lake Street. (Oxford Bank)
- 515 to 425 S. Addison Rd. (Mugs & Manor)
- 603 to 693 S. Addison Rd. (DuPage Key & Lock)

PRIORITY: ADDISON ROAD (Lake St south to Sidney Ave)

AREA #2: HIGHVIEW

Salt all streets from LaLonde / Mill Rd east to (but not including) Addison Rd, and all streets from Georgian Ct north to (but not including) Army Trail Blvd. The Village Hall, Green Oaks and Stevens Dr are also included as part of Area 2.

Area north of Diversey Ave and Cul-de-sacs

Area south of Diversey Ave and Cul-de-sacs

PRIORITY: MILL ROAD (Lake Park Dr north to Lake St)

**AREA #3
INDUSTRIAL**

East of Grace including AFD on Winthrop

Everything West of Grace including off Route 53 & AFD on Mitchell Ct

PRIORITY: FULLERTON SCHOOL, FIRE STATIONS 2 & 3, FULLERTON/GRACE

AREA #4

NORTH SIDE EAST OF MILL ROAD INCLUDING FIRST AVENUE WEST OF MILL & CHESTNUT OFF NUGENT, DEAD END OF OAK ST, FISCHER AREA

East of Fischer, North of Lake Street, alleys (see below), then cul-de-sacs

Alleys:

- 224 to 101 North Avenue.
- 225 to 203 North Avenue.
- 132 to 100 North Avenue. (N. of North Ave.)
- 188 to 194 North Avenue. (N. of North Ave. E. of State St)
- 319 to 333 N. Addison Rd.
- 16 E Lake St. (Walgreens) Addison Road to 100 feet east

PRIORITY: MILL ROAD NORTH OF LAKE STREET

AREA #5

WESTWOOD AREA INCLUDING FRIAR'S COVE, HERITAGE, FLORA PARKWAY, STONEHEDGE, MEYER'S FARM & WESTWOOD SUBDIVISION

Byron & Holtz and works toward everything off Lake Street. Mill & Stonemill get immediate attention, also, followed by Wesley School.

Westwood Subdivision streets and cul-de-sacs, Meyer's Farm, Stonehedge, Heritage. Driscoll pond detention access drive off Lombard Road.

Westwood Subdivision streets and cul-de-sacs, Meyer's Farm, Stonehedge, Heritage. Driscoll pond detention access drive off Lombard Road.

PRIORITY: LOMBARD RD

AREA #6

FARMWOOD, FARMWOOD NORTH, FOXDALE, WESTRIDGE

Farmwood, Farmwood North, Foxdale, Westridge subdivisions.

PRIORITY: ITASCA, 8TH Ave, FOXDALE DR, AUTUMN TR

AREA #7

ARMY TRAIL BOULEVARD

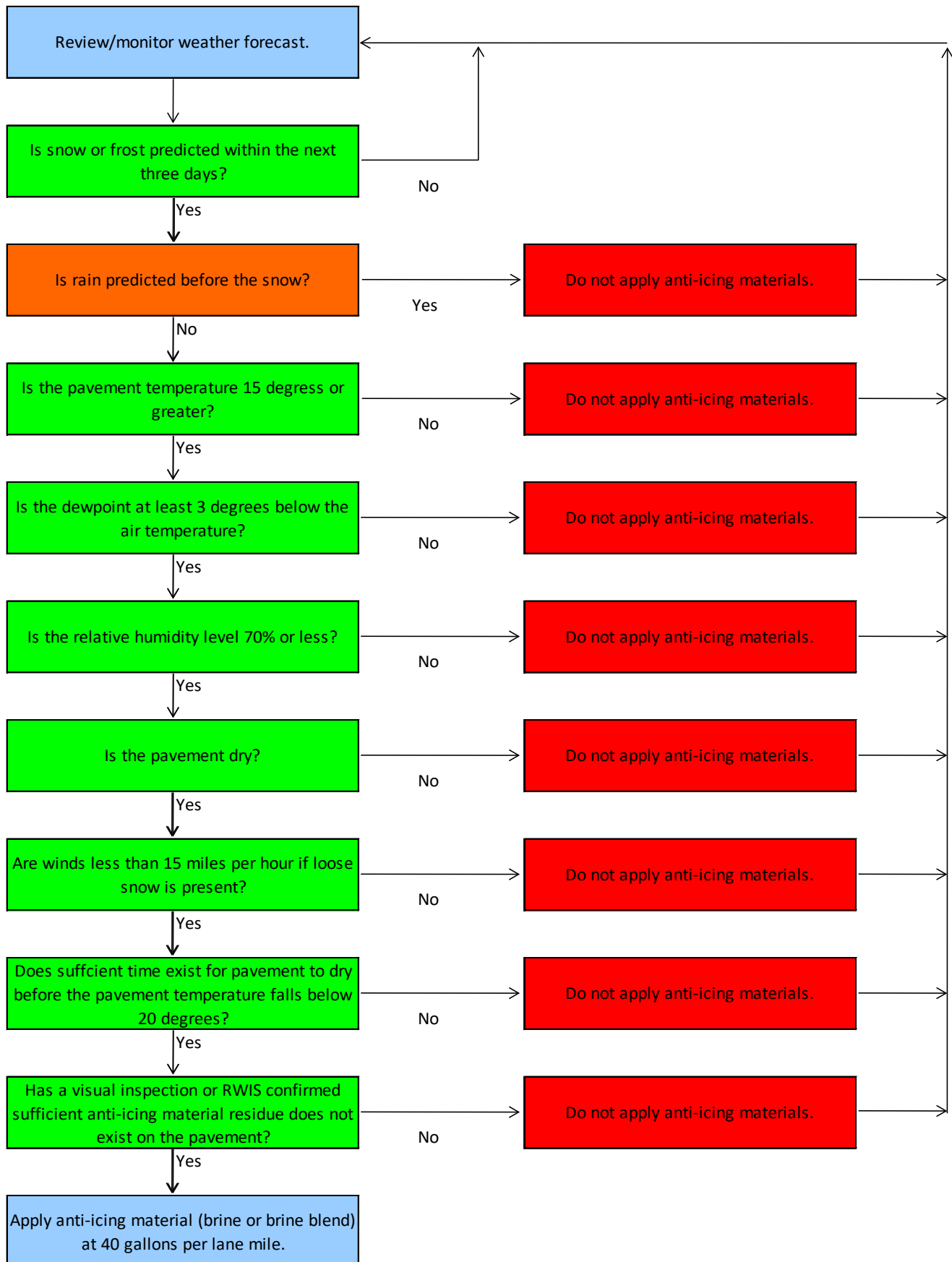
Plows Army Trail, Area east and west of Route 53

Swift Road, everything off Swift Road plus Meadow off Army Trail Blvd

Kings Point West of Route 53, then check with Andy. East & West of Route 53
Cimmaron, Tamarac, Silverleaf, College

PRIORITY: ARMY TRAIL BLVD & SWIFT RD

Anti-Icing Application Decision Flowchart



Deicing Application Rate Guidelines

24' of pavement (typical two-lane road)

These rates are not fixed values, but rather the middle of a range to be selected and adjusted by an agency according to its local conditions and experience.

			Pounds per two-lane mile			
Pavement Temp. (°F) and Trend (↑↓)	Weather Condition	Maintenance Actions	Salt Prewetted / Pretreated with Salt Brine	Salt Prewetted / Pretreated with Other Blends	Dry Salt*	Winter Sand (abrasives)
> 30° ↑	Snow	Plow, treat intersections only	80	70	100*	Not recommended
	Freezing Rain	Apply Chemical	80 - 160	70 - 140	100 - 200*	Not recommended
30° ↓	Snow	Plow and apply chemical	80 - 160	70 - 140	100 - 200*	Not recommended
	Freezing Rain	Apply Chemical	150 - 200	130 - 180	180 - 240*	Not recommended
25° - 30° ↑	Snow	Plow and apply chemical	120 - 160	100 - 140	150 - 200*	Not recommended
	Freezing Rain	Apply Chemical	150 - 200	130 - 180	180 - 240*	Not recommended
25° - 30° ↓	Snow	Plow and apply chemical	120 - 160	100 - 140	150 - 200*	Not recommended
	Freezing Rain	Apply Chemical	160 - 240	140 - 210	200 - 300*	400
20° - 25° ↑	Snow or Freezing Rain	Plow and apply chemical	160 - 240	140 - 210	200 - 300*	400
20° - 25° ↓	Snow	Plow and apply chemical	200 - 280	175 - 250	250 - 350*	Not recommended
	Freezing Rain	Apply Chemical	240 - 320	210 - 280	300 - 400*	400
15° - 20° ↑	Snow	Plow and apply chemical	200 - 280	175 - 250	250 - 350*	Not recommended
	Freezing Rain	Apply Chemical	240 - 320	210 - 280	300 - 400*	400
15° - 20° ↓	Snow or Freezing Rain	Plow and apply chemical	240 - 320	210 - 280	300 - 400*	500 for freezing rain
0° - 15° ↑↓	Snow	Plow, treat with blends, sand hazardous areas	Not recommended	300 - 400	Not recommended	500 - 750 spot treatment as needed
< 0°	Snow	Plow, treat with blends, sand hazardous areas	Not recommended	400 - 600**	Not recommended	500 - 750 spot treatment as needed

* Dry salt is not recommended. It is likely to blow off the road before it melts ice.

** A blend of 6 - 8 gal/ton $MgCl_2$ or $CaCl_2$ added to $NaCl$ can melt ice as low as -10°.