

Town of Greenville

Winter Maintenance, Snow and Ice Removal

Policy #2015-001

Policy:

To provide timely, efficient and cost effective winter maintenance as well as snow and ice removal from the roadways of the municipality for the safety and benefit of the town residents and general motoring public.

Procedure:

The above mentioned policy will be achieved through varying methods of snow and ice removal. Due to variables inherent in the weather, each storm or other weather related occurrence may require a shift in the priority of standard maintenance tasks. These tasks together, as outlined in the following paragraphs, form the foundation for the winter maintenance strategy.

Level of Service:

It is not possible to maintain a completely snow and ice free black road or sidewalk during a storm. It is the intention of the Town of Greenville to provide practical and safe access to homes, businesses, and municipal facilities during winter storms, within the confines of budget limitations.

It is our policy to start snow removal operations upon accumulation of two inches of snowfall. The Road Agent, or his/her designee, may at his discretion and based on weather information reports, elect to not remove snow until a greater or lesser accumulation.

Pre-treatment and ice control may be addressed prior to actual snow beginning, during the actual storm as seen effective, and/or after the storm. It should be noted that salt has a much slower effect on melting snow and ice at temperatures below 25 degrees and may not be applied without additive until it is warmer.

This policy of snow removal is intended to serve as a standard operating procedure for the Town of Greenville. One or more of the following could delay or prevent the implementation of this policy and should be addressed as situations arise:

- equipment breakdown
- accumulation exceeding 1" per hour
- traffic congestion
- emergency situations
- insufficient staff available
- extensive drawn out weather pattern

Command:

Direction of all winter maintenance activities for the Town of Greenville is vested in the Road Agent or the designee.

Adoption:

Upon adoption of the Winter Maintenance Snow and Ice Removal Policy and any revisions, all residents are encouraged to familiarize themselves with the standard operating procedures as it pertains to road conditions during winter weather.

Equipment:

The Highway Department utilizes all the assets needed to address snow emergencies. Snow plow equipment consists of two (2) six-wheel plow/sander trucks with plows and two (2) one-ton trucks with 9' plows.

Routes:

Currently the Town is divided into four (4) plow routes. These routes are subject to change as may be beneficial to improving snow removal and ice control procedures.

Manpower:

The Town has three (3) full-time highway employees, including the Road Agent, assigned to winter maintenance operations. One part-time, seasonal employee is retained to supplement the full-time staff when road conditions warrant the need for additional resources.

Materials:

The department uses salt and sand to treat the roads each season. The sand is used as an abrasive for the dirt roads and is applied to improve the public's motor vehicle traction. On paved roads, sand is mixed with salt and tightly spread as close to the middle of the road as traffic allows, creating a salt brine.

Unless weather conditions require a different approach, winter maintenance routes are usually treated with a mixture of sand and salt. The mixture is maintained at a minimum of one part salt to two parts sand. The mixture is applied as close to the center of the roadway as possible where traffic can work at mixing the brine traveling in either direction. The mixture in conjunction with passing traffic creates a water brine that melts snow and ice while resisting snow and ice packing on the roads. The road crown also aids in spreading the brine mixture on the roadway. It should be noted the sand/salt will only be effective to approximately 20 degrees Fahrenheit.

Communications:

Highway Department vehicles are equipped with two-way radios allowing the operators to be in constant communication with the Highway Department Office as well as with one another.

Schools:

The Highway Department is responsible for the clearing of snow and winter treatment of the school access drives and parking lots. On days when school is in session winter maintenance efforts must be timed to coincide with bus routing and delivery.

Parking:

The Town has enacted a winter parking ban effective November 1 to April 30 of each year, between the hours of 10 p.m. and 6 a.m. This ban prohibits parking in or on the town's right-of-way during these hours. Any vehicle in violation will be towed, without notice, at the owner or operator's expense. The purpose of the winter parking ban is to allow winter maintenance crews to maintain the maximum effectiveness of their efforts.

Plow Route Priorities

With a total of approximately 11 miles of town roads from which to remove snow and ice, the Highway Department has assigned priorities for the winter maintenance route activity. To maximize

the effectiveness of town efforts for the motoring public the town has been divided into four plow routes.

Public Areas

Public areas shall be kept as clean as possible to provide safe access to the public as is reasonable possible. Sand and other slip resistant materials shall be used in public areas. It often will not be possible to maintain clear ground but reasonable efforts will be made toward this end during storms. These areas include but may not be limited to sewer treatment plant and pump houses.

Sidewalk Snow Removal

Sidewalk snow plowing on Main Street will be done as soon as possible within the limitations of manpower, available equipment and storm size. If there are insufficient personnel available to conduct sidewalk snow removal operations as well as street and road clearance, then the roadway maintenance will take priority. Main Street sidewalks will be treated with salt and sand as quickly as possible after the storm, if required. Other sidewalks in town may be maintained if someone with a demonstrable need makes a written request that the town maintain them.

Adopted: February 18, 2015

Effective Date: February 18, 2015

By:



Anthony Ste. Marie/Chairman



Douglas A. Reardon/Selectman



Carla C. Mary/Selectperson

**ADAMS HILL ROUTE
6 Wheeler Route**

Start. Wilton Road – Mill Street – Adams Hill Road
Greenville Road – Nutting Hill Road – Rousseau Heights
Cross Street – Adams Avenue – Rousseau Hill Road

**SOUTH END ROUTE
6 Wheeler Route**

Start. Blanch Farm Road – Malderelli Road – Livingston Road
Old Ashby Road – Barrett Road – Darling Hill Road – Fox Road

- The first to finish will do Old Mason Center Road

**TOWN CENTER ROUTE
Ford 550 (One Ton Route)**

Nutting Lane – Dunster Hill – Ice Street – Chamberlin Street
High Street – Temple Street – Church Street – Adams Street
Front of Fire Department – Granite Avenue – Hubbard Hill
Happy Hollow – Ashton Place – White Street – Baker Avenue

**NORTH END ROUTE
Ford 550 (One Ton Route)**

Kimball Heights – Kimball Heights Extension – Richardson Road
Water Treatment Plant – Two Pump Stations

- When North End Route is done will help finish Town Center Route

Adams Hill Route and South End Route are treated with the same trucks
Town Center and North End Route are treated with 6 Wheel sander