

Limington Department of Public Works

18 Axelsen Rd
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Snow and Ice Removal Policy

PURPOSE

The purpose of this manual is to establish an acceptable policy and operational procedures for snow and ice control on public streets under the jurisdiction of the Town of Limington. This policy provides a uniform understanding of the priorities and procedures used to combat accumulation of snow and ice on Town streets.

OBJECTIVE

The objective of these policies and procedures is to provide adequate traction for vehicles properly equipped for winter driving conditions. Priority is given to streets which carry the largest traffic volume. Limited resources preclude service on lower priority streets until higher priority streets have been completed. It should be expected that during storms of high intensity or long duration and during non-regular working hours, drivers on lower priority streets will encounter snow-packed or icy conditions. Snow and ice control operations will continue during regular hours and/or until all streets have passable pavement or when plowing and sanding is no longer effective.

SCOPE

This policy applies only to public streets under the jurisdiction of Limington and agreements with Maine Department of Transportation. The Town has over 81 lane miles of streets that it maintains.

The Maine Department of Transportation (MDOT) provides Snow removal for some state highways, Ossipee Trail and Sokokis Ave.

In order to provide for efficient snow removal services on State Highways, the Town has entered into a cooperative maintenance agreement with the MDOT. Under this agreement, Limington is responsible for snow and ice control on Cape Road within Town limits.

The Highway Maintenance Division receives assistance from Parks and Rec with snow removal from Town-owned parking lots.

RESPONSIBILITY

The responsibility for implementing the snow and ice control policy lies with the Highway Maintenance Supervisor, or his designee during off hours. The Public Works Director may choose to authorize the use of additional resources when conditions warrant.

TRAINING

Prior to the start of the snow season, the DPW will conduct training for personnel that will be involved in snow control activities. The training will consist of lecture and hands-on equipment training, including the operation of sanders, snowplows, front-end loaders and other equipment as needed.

WEATHER MONITORING

The Highway Maintenance Supervisor will monitor daily forecasts to monitor weather conditions and will schedule snowplow crews based on these forecasts.

COMMENCEMENT OF OPERATIONS

The Highway Division will monitor conditions whenever there is potential of ice or snow conditions developing on Town roadways. Law Enforcement also reports icy conditions to Dispatch, who will call the Highway Maintenance Supervisor after regular working hours. When snow or ice begins accumulating on the streets the Highway Maintenance Supervisor will authorize commencement of plowing and/or sanding operations as conditions warrant.

PRIORITIES

A limited number of resources and the need to provide the greatest level of safety and benefit to the traveling public, in an efficient manner, necessitate that priority be given to certain heavily used streets above others more minor in nature. Therefore, streets with higher use have a higher priority for snow removal service. Minor streets, which require proportionally more time for snow removal for the amount of traffic served have lower priority.

DEVIATIONS FROM POLICY

Deviations from standard policies and procedures may occur due to unusual or extraordinary circumstances. Every winter storm has unique characteristics such as storm intensity, duration, wind, temperature and moisture content that influence the methodology used in response to each storm.

Deviations and exceptions from the general priorities and procedures may be made when, in the judgment of the responsible authority, such deviations will best support meeting established objectives and ensuring public safety.

RESPONSE PLAN

When weather forecasts indicate a pending storm is anticipated to deposit snow within the Town, the Highway Crew will begin applying salt.

CONTINUATION AND COMPLETION

Although no snow event is exactly the same, it usually takes 12-24 hours AFTER the snow stops falling to plow and salt.

During major storms, traffic on low-priority streets usually causes the snow to become packed or icy, before it can be plowed. In this case it may take days to remove the packed snow and ice from these streets.

PRE-STORM APPLICATION OF SALT

The Street Division will begin applying salt to streets to aid in snow removal when weather forecasts indicate a pending storm is anticipated to deposit snow within the Town. This application helps prevent the bonding of snow and ice to the road surface on these higher priority streets.

SALT AND SANDING

Salting is generally completed in conjunction with plowing. Sanding alone is conducted when roads are icy, or plowing is ineffective on snow-packed roads and in residential areas.

Once operations have begun, salting will continue until the priority streets have had traction restored. Depending on the weather conditions, streets may receive multiple applications along with other high use intersections or streets with inclines.

MATERIALS

For salting operations, salt will be used in different amounts, depending on pavement/air temperature and the amount of precipitation. For sanding operations generally, a mixture consisting of four (4) parts sand to one (1) part salt is used to prevent the sand from clumping and/or freezing.

CUL-DE-SACS

In an effort to become more efficient, crews will make one (1) to two (2) passes around the perimeter of the cul-de-sac with a snowplow. Snow may be removed from the cul-de-sac at a later date by employees during the normal daily schedule. This is a low priority activity that is generally the last activity to be completed after every snow event.

AUTHORITY

The Highway Maintenance Supervisor or his designee during off-hours has the authority to call-out and direct snow removal resources.

SNOW BLOWING/PLOWING

- Blowing, throwing or pushing snow from driveways and into the street creates additional work for snowplow operators and may create significant traffic hazards. Some businesses and residents have pushed large piles of snow into the street, hoping it would melt quickly. The snow pile is a hazard itself, but the ice created when the melting snow refreezes can make the situation even more dangerous. Move snow onto landscaped areas in the yard or parking lot. State law prohibits placing snow upon any public way.

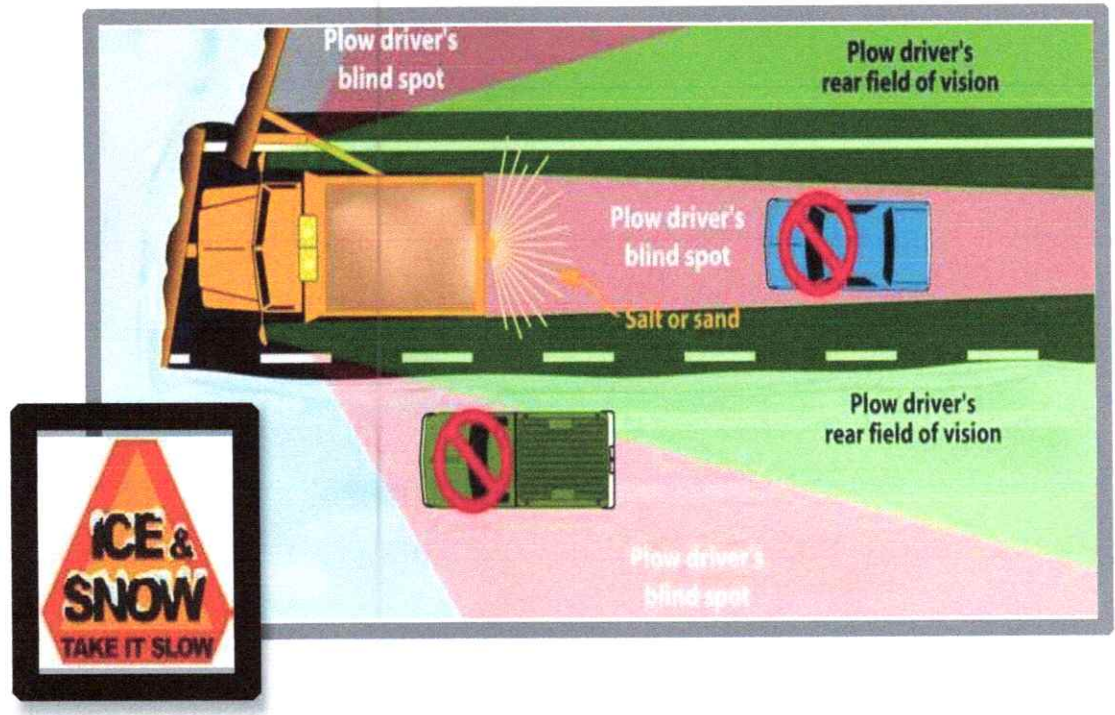
"A person may not place and allow to remain on a public way snow or slush that has not accumulated there naturally." Maine Title 29-A Ch 21 Sub Ch 3 § 2396 Ln 4

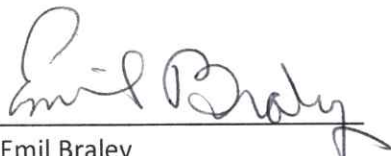
RESIDENTIAL DRIVEWAYS

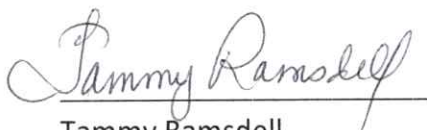
One of the most frequent concerns in the removal of snow from public streets is snow being deposited at the approach to residential driveways during plowing operations. As plows travel along streets, the snow accumulated on the plow blade has no place to go but on to the adjacent street landscaping areas and in driveways. The more snow that has fallen, the greater the problem encountered.

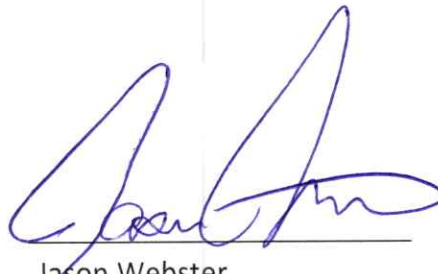
SAFETY TIPS

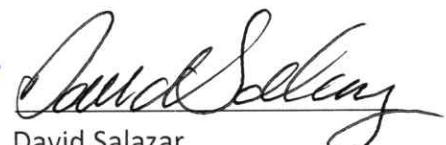
- When trucks are plowing snow and spreading sanding material, stay back from the vehicle 100 feet to avoid problems.
- Plow trucks often have to back up. There are blind spots in the mirrors. For your safety, do not pull up directly behind them. They may not be able to see you.
- When cleaning driveways or parking lots, do not put snow in the street. This can cause problems for other motorists.
- Plow trucks generally push snow to the passenger side of the truck (right side when looking at it from the rear). Never attempt to pass a truck on the right since there can be much more snow on that side of the vehicle.




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