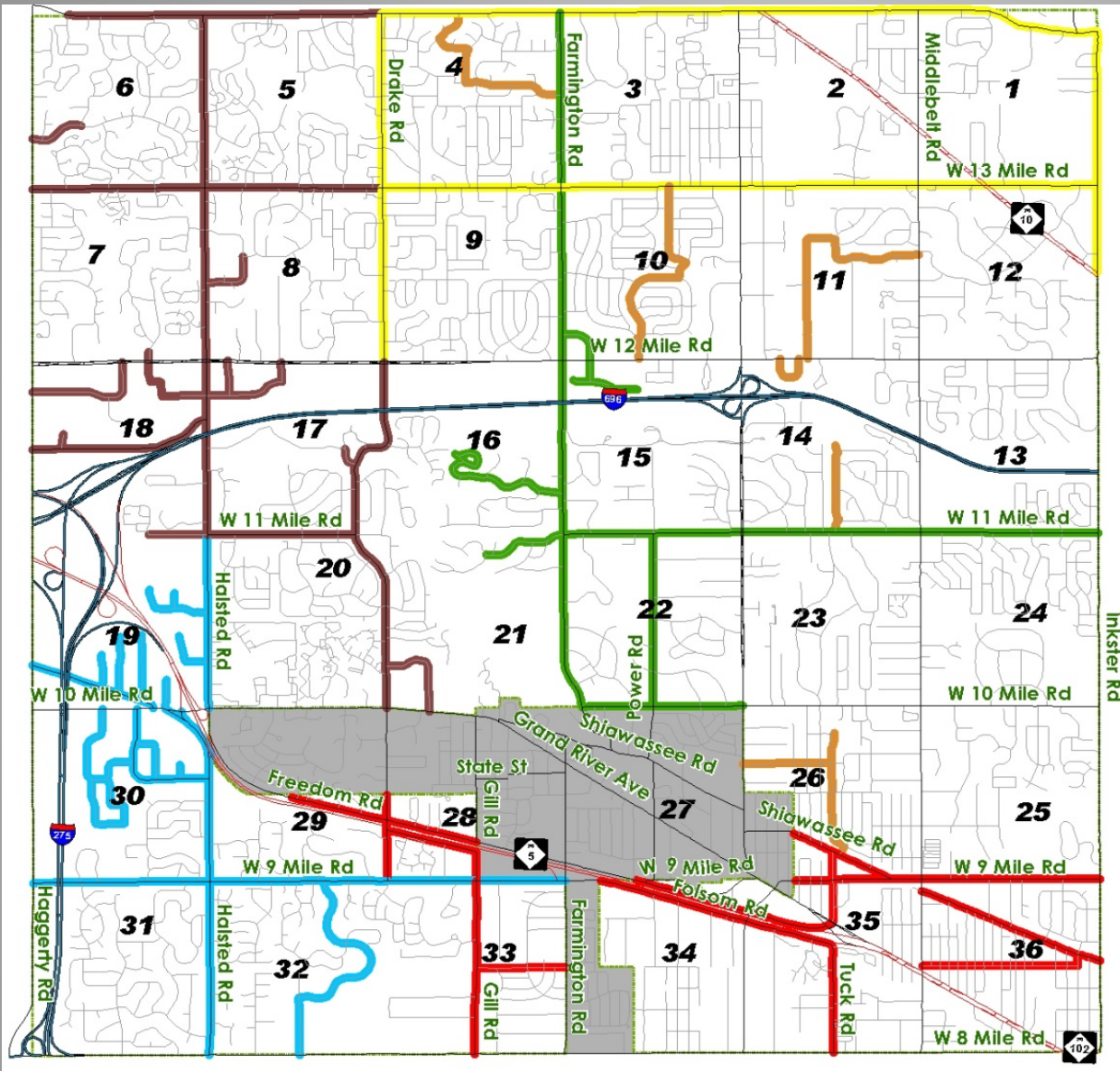


PANEL DISCUSSION
WINTER MAINTENANCE POLICIES
HOW DOES YOUR POLICY WORK

2014 Michigan
Winter Maintenance Conference



- Area residents and businesses have high expectations for the City's public services LOS (Level Of Service)
- Division of Public Works (DPW) maintains a network of more than 58 miles of major roads and 243 miles of paved and unpaved local roads (centerline)
- 170+ Major Rd. Lane miles (some are 5 + lanes wide)
- 9TH largest municipal street network in the state of Michigan and the largest in Oakland County
- APWA 2011 Excellence in Snow and Ice Control Award



FH Winter Maintenance Policy

- **Purpose:** To provide a safe roadway system during the winter months by operating effective and efficient winter road maintenance services.
- **Objectives for Winter Maintenance Operations:**
 1. Reduce the risk to the traveling public associated with snowy and icy road conditions.
 2. Support emergency operations for the Police and Fire Departments.
 3. Prioritize the school bus and industrial routes.
 4. Enhance commerce within the City.
 5. Provide cost effective and fiscally sound use of winter maintenance funds.
 6. Continue to seek new, innovative, cost effective, and environmentally friendly solutions to winter maintenance methods, materials, and equipment.
 7. Promote better communications with adjoining communities and road agencies to share information on the condition of road surfaces.

3 Levels of Snow & Ice Control Priorities

1. Snowfall less than 4 " in Depth
2. Snowfall of 4" or more
3. Snowfall of more than 8"

Snowfall less than 4 “ in Depth

- Major Roads, Industrial routes & specific local streets with steep grades
- 58 CL miles divided into 5 routes
- Plowed & de-iced as needed 24 hrs / 7 days through the duration of the storm all 5 routes concurrent
- Called in by PD, on-call supervisor, Parks Div. or neighbor community
- Bus route 5 mi local designated by School District same as majors on school days only
- Local Roads spot de-iced as-needed during reg wk hrs

Snowfall of 4" or more

- Major Roads, Industrial routes & specific local streets with steep grades handled the same.
- Local Roads 246 CL mi plowed edge to edge & spot salted at the end of storm event and once the Major/Industrial routes have been to a safe travelable condition
- 12 hr to 15 hrs 7 days until all are cleared & safe travel is established

Snowfall of 4” or more

- Local road plowing maybe delayed one day, weather permitting, in sections of trash pickup on that day. Anti-ice if possible
- If weather conditions deteriorate during the local road plowing causing the majors to become unsafe, local street operations will be suspended until the majors can be returned to safe travel conditions.
- entire City is divided into six six-square-mile East/West tiers. Each tier is given attention concurrently and the specific starting location of the plowing operation in each tier is changed for each storm to assure equitable treatment of the residents.

Snowfall of 4” or more

- The entire City is divided into six six-square-mile East/West tiers. Each tier is given attention concurrently and the specific starting location of the plowing operation in each tier is changed for each storm to assure equitable treatment of the residents.

Snowfall of more than 8”

- Majors & Locals addressed the same as for a 4” or more event.
- Winter events of this magnitude may result in the declaration of a snow emergency, prohibiting all on-street parking. Likewise, private contractors may be used to assist City staff in the snow removal operations.

Goals

- Following a significant snowstorm (four or more inches in a 24-hour period), plow all local roads within two days recognizing that deeper and wetter snowfalls will require more time to complete, depending on the severity and duration of the storm.
- Apply de-icing chemicals as needed to maintain roads in a passable condition.

Mailboxes



City's avg cost before
new policy \$178

- Investigate
- Leave a letter
- Provide a temp. if needed to get mail
- Issue a \$100 check



Weather and Networking

- Use AccuWeather, Weather Underground & National Weather Service
- Receive NOAA slide decks, web meeting and text msg
- Text msg from neighbor communities and Parks Div
- PD Dispatch they call us or we call them
- Our very own eyes 3 supervisors on rotation

TOOLS TO HELP THE DECISION PROCESS

(Pavement vs. *Ambient* TEMP)



Simple Handheld Infra-Red,
Equipment-Mounted
Weather Reports/Service/
Network with Agencies
RWIS-VENDORS-MDOT



Operations on Roadways Should
Always Be Based on **Pavement
Temperatures**, NOT Air Temperatures, or
Even Precipitation.

Program

Calibration of Equipment



- Pre-Calibration meeting: refresher for procedures and “game plan”, including operator input.
- **Training** of personnel (PowerPoints, Videos/ In-House, Webinars, etc.)
- Involve the vendors (site visit)
- Calibration of **liquid** and granular equipment. (Utilizing “catch” tests and scales, grid)



Other Items

- FEMA Incident Command System – ICS
 - Re-direct authority
- Re-visit the goals
- Make clear expectations
- Fight the fatigue
 - Breaks
 - Dinner
- “Campfires” post-storm staff meetings
- Track ELM with City Works

Paint-a-Plow



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