

TOWN OF RED CEDAR
WINTER
ROAD MAINTENANCE POLICY

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INTRODUCTION

The Town of Red Cedar roads are subject to freezing rain, ice, snow, and drifting snow at any time. The responsibility for keeping vehicular traffic moving on the Town's nearly 60 miles of roads during and following snow and ice storms lies with the Town's road maintenance employees under the direction of the Town Board.

The following policy and plan of operation for winter road maintenance has been adopted by the Town Board.

SNOW AND ICE CONTROL

The Town is responsible for maintenance of 60 miles of roads.

According to State Statute 893.83 (Damages caused by accumulation of snow or ice; liability of city, village, town, and county) - No action may be maintained against a city, village, town, or county to recover damages for injuries sustained by reason of an accumulation of snow or ice upon any bridge or highway, unless the accumulation existed for 3 weeks. Any action to recover damages for injuries sustained by reason of an accumulation of snow or ice that has existed for 3 weeks or more upon any bridge or highway is subject to s. 893.80.

The Town's goal is to maintain the roads in as good winter driving conditions as weather, equipment, and budget allows.

Planning and preparing for snow and ice operations is difficult due to the uniqueness of each storm. No two storms are ever 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. The Town operations must be flexible enough to combat the unique aspect of each storm.

The amount of snow accumulation and time of day at which the storm occurs has a significant effect. High-wind conditions may cause roads to quickly fill in again with drifted snow. The temperature at the time of the storm will also affect conditions. Snow falling on warm pavement will clear off more easily. However, a moderate storm, coupled with a prolonged sub-freezing period, will greatly increase the removal effort. Light, dry snow handles more easily than heavy, wet snow.

Town personnel utilize area radio stations, TV, Dunn County Highway Department, and State DOT forecasts to the extent they are available.

During snow and ice storms, town road crews will respond to emergency conditions to the extent practicable. Road maintenance employees will respond to emergency requests directly from the public at the discretion of the Town Chair or Board designee. The Town will not take any responsibility for removal of snow that is plowed into private driveways from the road-clearing operation. Driveway maintenance is the property owner's responsibility.

It can be expected that services during off hours will be minimal and only provided when extreme storm conditions arise or on heavily used areas and routes. The motorist should expect reduced highway conditions, including roads being non-useable, as well as having to reduce speed during and after winter storms.

SNOW REMOVAL FROM ROADS

Planning for a snow removal operation begins when two (2) inches or more of snow is expected to accumulate. Each employee will have priority roads to plow. The Town Board will establish a plan for this operation.

ICE REMOVAL

The Town rarely applies straight rock salt to its roadways. The Town uses abrasive sand treated with salt. Sand is applied on curves, intersections, where driveways meet town roads, and hills.

SALT

- USES**
- Anti-icing - Preventing snow/ice from bonding to pavement and keeping snow in plowable condition (slush).
 - De-icing - Break-up ice/packed snow.
 - Melting - Melt glare/black ice and melting snow/ice residue after plowing.

- CHARACTERISTICS**
- Requires water to dissolve salt.
 - Requires heat to melt snow and ice.
 - Very sensitive to temperature of snow and ice.
 - Melting takes time.

- APPLICATION**
- Apply amount required for temperature, time and use.
 - Too little will refreeze; too much is a waste.
 - Concentrate spread near centerline or high side of pavement and at critical locations. Watch for wind action.
 - Apply early and let it work before plowing off.
 - Do not apply if too cold or if dry snow is blowing clear of pavement.
 - Apply in increments to avoid over salting.

ABRASIVES

- TYPES**
- Salt/sand mix.

- USE**
- Improve traction of snow-and-ice covered pavements.

- ADVANTAGES**
- Works immediately upon application.
 - Not temperature dependent.
 - Visible to the public.
 - Materials available locally.
 - Reasonable material cost.
 - Applied with variety of available equipment.
 - May be more acceptable to the public than salt.

ABRASIVES (concluded)

- DISADVANTAGES**
- Does not melt ice and snow.
 - Traffic reduces effectiveness: blown off, pushed into snow.
 - Covered by new snow.
 - Poor on hard ice.
 - Clogs drains and waterways.
 - Vehicle corrosion with freeze-proofing salt and chipping paint.
 - May require clean up.
 - Adequate coverage may require more equipment trips per mile than salt.

- APPLICATION**
- Rates of ½ - 2 cubic yards per two-lane mile are common.
 - Volume is more important than weight.
 - Concentrate at critical locations: hills, curves, intersections, railroad crossings, bridges, where town roads meet driveways.
 - Don't apply if it will soon be covered with new snow.
 - Heavy traffic may require re-application.
 - Don't plow it off.

- STORAGE**
- abrasives with salt are stored in the sand shed on a blacktop base.

SNOW PLOWING AND ICE PRIORITY ROADS

This is what determines how priority roads are classified:

- Number 1: All daily traveled school bus routes.
- Number 2: More populated areas connecting town roads to county and state roads.
- Number 3: All other roads will be plowed as soon as equipment is available or in the immediate area with available time.

In order to provide efficient operation, it may be necessary to partially complete a minor road to reach a major road or higher priority road.

SNOW PLOWING SHARED ROADS

Verbal agreements have been made with the City of Menomonie and the Towns of Dunn, Elk Mound, Menomonie, Spring Brook, and Tainter on exchange plowing of roads. Following is a list of the municipalities and the roads they have agreed to plow and sand:

City of Menomonie:	650 th Ave.	Plowing of far end
Town of Menomonie:	650 th Ave.	Plowing top of hill
Town of Menomonie:	651 st Street	Town of Red Cedar plows for Town of Menomonie
Town of Red Cedar:	650 th Ave.	Plow remaining
Town of Dunn:	370 th Ave.	Plowing of road, North and South
Town of Red Cedar:	370 th Ave.	Plowing of Driveway
Town of Spring Brook:	549 th Street	Town of Red Cedar plows for Town of Spring Brook
Town of Spring Brook:	690 th Street	Town of Spring Brook plows for Town of Red Cedar

SHARED ROADS

City of Menomonie:	*550 th Street
Town of Elk Mound:	620 th Ave.
Town of Elk Mound:	640 th Ave.
Town of Elk Mound:	765 th Street (also shared with Town of Spring Brook; Town of Red Cedar has middle)
Town of Menomonie:	410 th Ave. (Eagle Point)
Town of Menomonie:	470 th Ave.
Town of Menomonie:	530 th Street, Cedar Falls Rd.
Town of Spring Brook:	420 th Ave.
Town of Spring Brook:	765 th Street, see above.
Town of Tainter:	540 th Street
Town of Tainter:	*730 th Ave., 2 places

*To be plowed and sanded by the first truck to get there, second truck to arrive wings the road.

EXCEPTIONS TO THIS POLICY

This policy will be adjusted to meet specific storm circumstances. Listed below are several special conditions:

- Plowing of snow will be limited in storms early in the fall and late spring on gravel surface roads due to the lack of frost to support the snow plows. Plowing gravel off the road creates a hazard as well as being very expensive to the taxpayer.
- Operations may be suspended or reduced due to equipment breakdowns.

The Town Board has the authority to suspend snow and ice control operations. This may be done in severe storm conditions when there is danger to operators or it is not practical or cost effective to continue.

RIGHT OF WAY

Property owners are responsible to keep the highway right of ways free from encroachments under State Statute 86.04. Plantings, crops, vegetation, fences, buildings, or any other structure or object within the road right of way has the potential to create a safety hazard, may make it difficult for the town to perform routine road maintenance. The town will take action to correct such obstructions; this will be at the property owner's expense.

Plow damage on black top driveways, within the Right of Way, will be repaired by the town. Plow damage or debris on yards, within the Right of Way, will not be repaired by the town.

For reference, the right of way on a standard town road is 33' from the centerline. See diagrams below.

Diagram 1

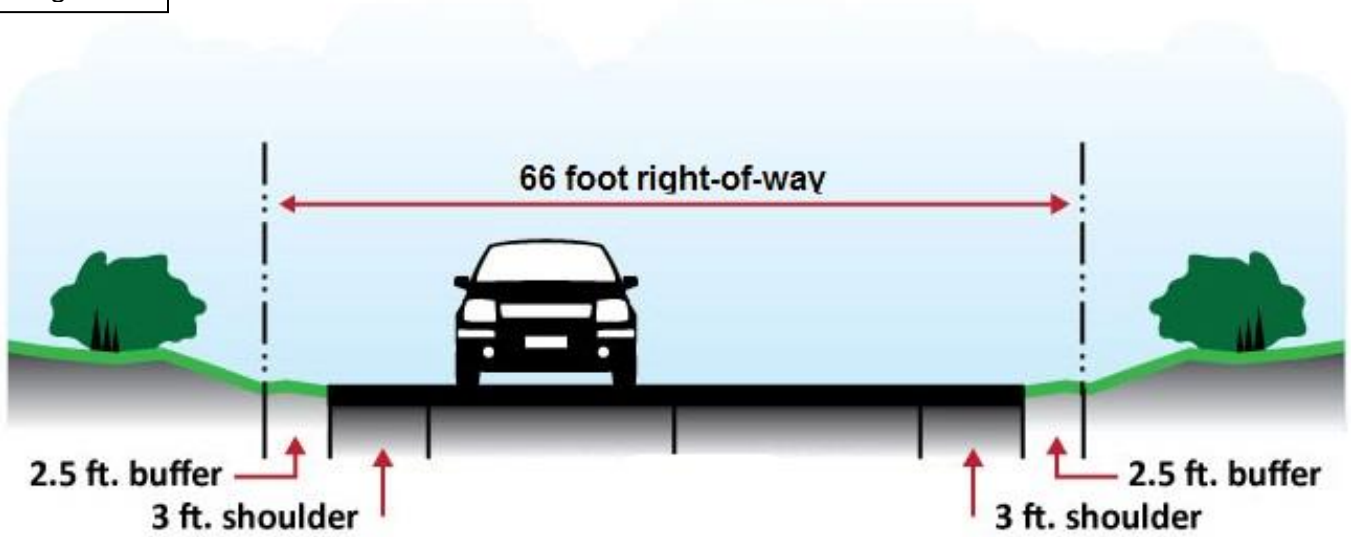


Diagram 2

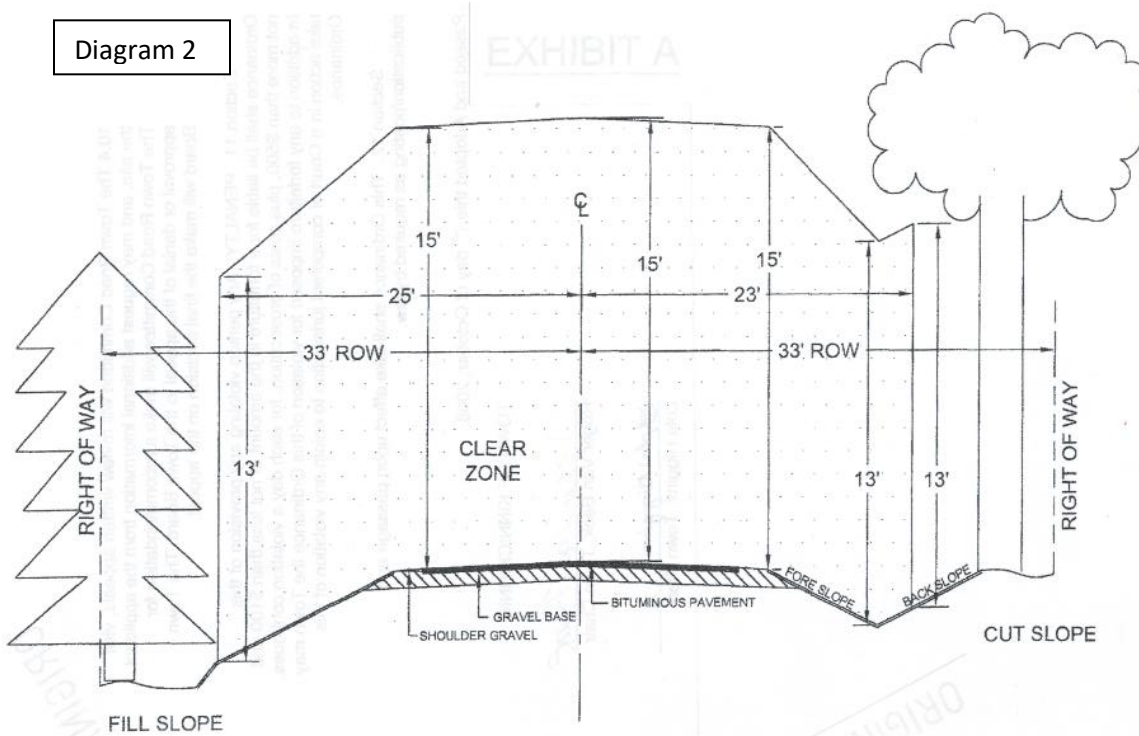
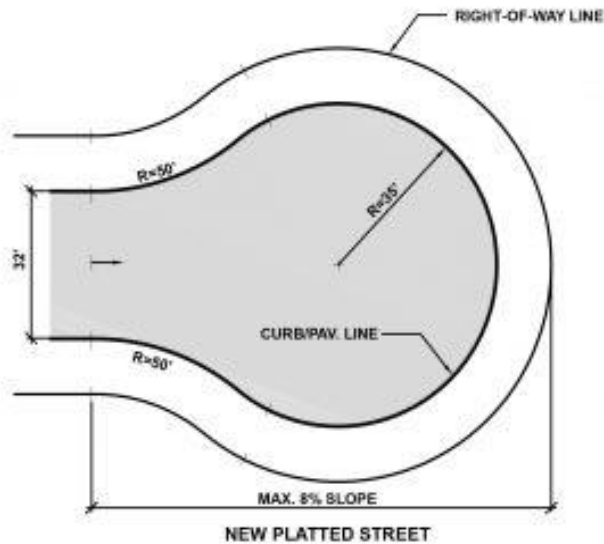
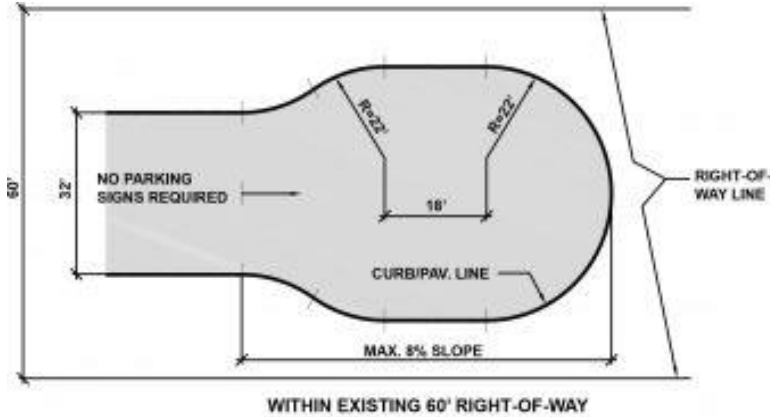


Diagram 3

Cul-de-sac:



SNOW REMOVAL FROM DRIVEWAYS

The first concern should be for the maintenance of our public roads, so we must see that our equipment remains in the best condition possible.

The State Statutes and the Town of Red Cedar prohibit plowing any snow from driveways onto town roads. You are liable for fines and damages. If you hire someone to plow your driveway, be sure they know about this policy.

The pushing of snow and other materials onto or across the highway, or into the public right-of-way, from side roads and driveways, is prohibited by Wisconsin Statutes 86.01, 86.07, and/or 346.94. Doing so may create potential safety concerns for the traveling public and may impede the snow and ice removal process. Furthermore, snow shall not be stored in any manner which will obstruct or limit vehicular or pedestrian vision, movement, or access. If the Town of Red Cedar becomes aware of a violation, the property owner may be subject to a fine.

According to State Statute 86.105: (Snow Removal in Private Driveways) - The governing body of any county, town, city or village may enter into contracts to remove snow from private roads and driveways. This section must be construed to include restrictions in 50 Atty. Gen. 98. Plowing of private parking lots is not authorized. 67 Atty. Gen. 304.

The Town of Red Cedar may plow private driveways in an emergency situation. This will be done with the approval of the Town Chair or Board designee. The Town of Red Cedar may wing driveways on a case-by-case basis.

The Town reserves the right to deny the request if the conditions are hazardous and/or present unnecessary risk to Town employees or equipment.

Fees for plowing private roads shall be consistent with the established subdivision flat fee rate or hourly rates for labor and equipment based on the current Town fee schedule. Sand is an additional fee and varies based on the volume used. In the event that Town equipment becomes stuck due to poor conditions, towing service fees, labor, and down time for Town equipment will be charged to the land owner.

Things to consider about your snow removal from your driveway:

- Standing in your driveway, facing the road, shovel all snow to the right at your driveway entrance, thus the snow plow will take the snow down the road.

- If possible, don't plow your driveway until the snow plow has gone by.

PARKING PROHIBITED IN SNOW EMERGENCIES

According to State Statute 166.23: (Emergency powers of counties, cities, villages and towns) In the case of a heavy snowstorm or blizzard the Town Chair or Board designee shall proclaim a snow emergency. No person shall park, stop or leave standing vehicle on roads or any portion of the roads in the Town of Red Cedar during the hours set except temporarily for the purpose of and while actually picking up or dropping off passengers.

MAILBOXES

Mailboxes are the only structure that private owners are allowed to install within the right-of-way without a permit as a matter of convenience to the landowner. Neither the Town of Red Cedar nor the U.S. Postal Service issues written permits for the placement of mailboxes within the public right-of-way. The mailbox installation and support along with the on-going maintenance and conformity with current U.S. Postal Service standards are the responsibility of the property owner. All mailboxes placed within the public right-of-way are owned by the property owner and are placed there at the owner's risk.

Operators are instructed to be very cautious near mailboxes. Most cases of damaged mailboxes are caused by heavy snow hitting the box. Mailboxes are seldom hit by the plow. Due to the time and cost associated with mailbox repairs and replacement the Town of Red Cedar will no longer repair or replace damaged mailboxes or support posts. Instead, when the following two criteria are met, reimbursement will be provided up to a maximum of \$25 (copies of receipts are needed):

1. It is determined that the Town operator damaged the mailbox while operating within the road line; and
2. The mailbox had been properly installed (e.g., meeting U.S. Postal Service installation guidelines discussed below) and maintained prior to the damage occurring.

If both criteria noted above are met, you may repair or replace the mailbox/post at your own cost. The Town of Red Cedar will then reimburse you up to a maximum of \$25. Residents must supply documentation and receipts to the Town Clerk for consideration at the next, regularly scheduled board meeting.

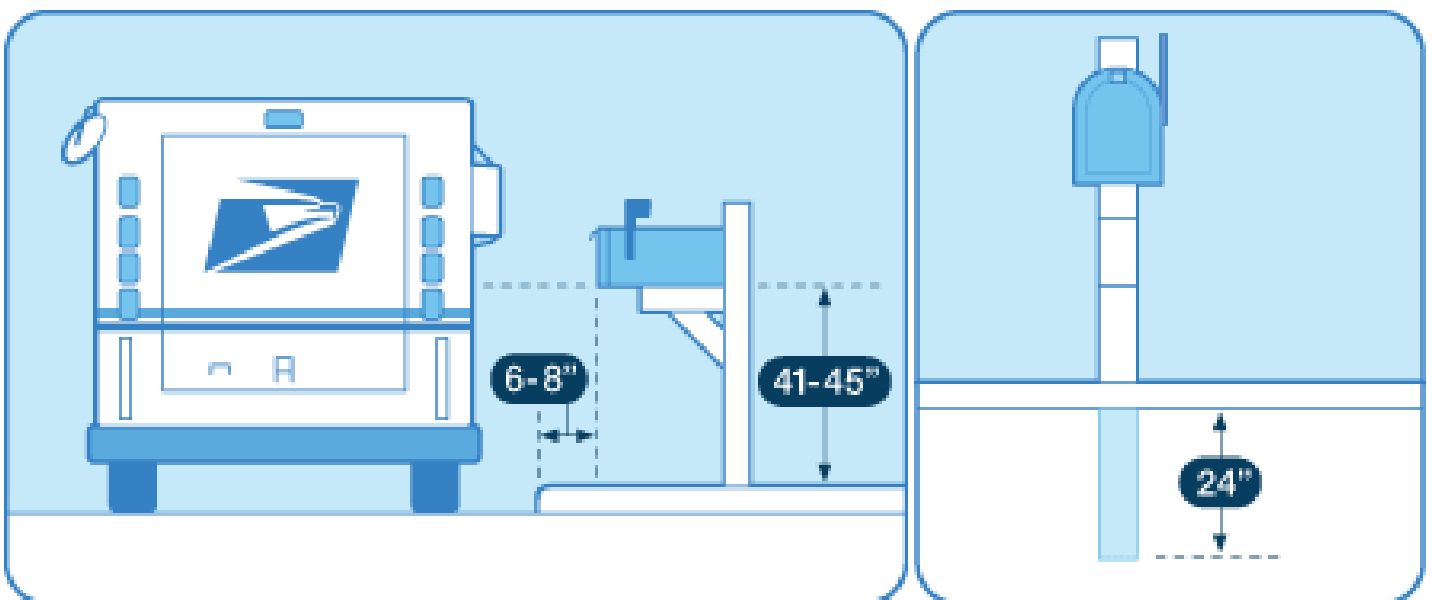
Note: Any mailbox damaged by the weight of the plow windrow (snow exiting the end of the plow) will no longer be covered under this policy and no reimbursement will be offered.

For Mailbox Guidelines, please visit:

- upsp.com
- Contact your local postmaster for guidance (715) 235-2055.

General information:

- The base of the mailbox should measure 42" from where the mail carrier vehicle tire will sit on the road.
- Please DO NOT use concrete to secure your mailbox post. Instead, use ¼" screenings (1/4" gravel with fines) or compacted sand.
- The front of the mailbox should be 24" from the black top.
- In areas with lots of snow, the USPS suggests a semi-arch or extended arm-type support. That way the snow plows will be able to sweep under without knocking it down.



EMPLOYEES

When a major snow storm occurs, the Town may hire one or more part-time persons to assist the full-time employee in operating Town equipment. This would also include hiring one or more persons if a full-time employee is unavailable.

The determination of when to use overtime in the removal of snow or ice shall be made by the Town Chair or Board designee. The need for overtime shall be established by the severity of a storm or emergency condition.

WHERE TO CALL FOR INFORMATION AND CONCERNS

In case of emergency, call 911.

If an emergency road condition exists, please call 911.

Non-Emergency calls can be made to the Town Chair or Board designee during business hours (8am to 8pm) to discuss or obtain information on road conditions. Current phone numbers are listed on the Town of Red Cedar website: www.townofredcedar.com

Non-Emergency Complaints - Dunn County Sheriff's Department (Dispatch Center): (715) 232-134
History: 4/23/14, 2/18/16

Historical Information

To Replace Town of Red Cedar Winter Maintenance Policy dated: April 8, 2002

Drafts:

12/09/2013 – 2/24/2014

Additions:

3/31/2014	Snow Emergency Parking
4/23/2014	Mailbox Guidelines
3/09/2016	Town of Red Cedar website
6/06/2018	Right of Way