

**VILLAGE OF ROUND LAKE, ILLINOIS
PUBLIC WORKS DEPARTMENT
SNOW REMOVAL & ICE CONTROL PLAN**

EFFECTIVE NOVEMBER 07, 2017

The Village of Round Lake, Illinois is a community of 18,289 people. At this time there are 55 centerline miles (110 Lane Miles) of streets to maintain including 71 cul-de-sacs and dead ends.

Equipment:

- 5 Five yard dump trucks with plows and salt spreaders
 - 4 have a wing plow
 - 3 have liquid dispensing capability
- 3 1.5 ton dump trucks with plow and salt spreader
- 2 One ton dump trucks with plow and salt spreader
- 7 ¾ ton pickup trucks with plows
- 1 Front end loader
- 1 Combination loader/backhoe
- 2 Bobcat skid steer loaders

Staff:

- 1 Director
- 1 Superintendent
- 1 Crew Leader
- 5 Maintenance II employees
- 9 Part-time drivers to help when requested
 - 2 with a Class B CDL license

Routes:

Streets

The Village is divided into six snow removal routes. One truck is assigned to each route to clear the mainline streets and cul-de-sacs and/or dead ends on the particular route. As drivers finish their assigned routes, they assist other drivers on other routes as needed.

The individual snow removal routes are as follows:

<u>Route No.</u>	<u>Route Location</u>
Route 1	Valley Lakes (north of Nippersink), Silver Leaf Glen
Route 2	Valley Lakes (south of Nippersink), Emerald Bay, Dawn Marie, High Point
Route 3	Parkview Subdivisions & Valley Lakes N.E. Nippersink Rd, Hart Rd. & Industrial Park
Route 4	Old Town (north of train tracks), Treehouse, MacGillis, Forest
Route 5	Madrona Village, Madrona Ridge & Bradford Place
Route 6	Prairie Walk, Lakewood Grove & Lakewood Orchard
Floating (Bldg Dept, Police Dept, Part-Time)	Village Hall and PW/PD parking lots, downtown area, Lakewood south of Rte. 60
Subcontracted Routes	Bright Meadows, Metra Commuter lots

A twenty mile per hour maximum speed limit is set for all routes in residential areas during plowing operations.

Salting operations are typically done after the snow has stopped and/or during the last pass with the plow truck. There are however, certain hills, intersections, and curves that are salted more frequently. Depending on the weather forecast, salting or pre-wetting operations may also be done before snow starts accumulating.

Sidewalks

Public Works is currently seeking a part time seasonal employee to be dedicated to snow removal on sidewalks. Whenever possible, sidewalks and Village Hall areas will be cleared before 7:00 AM on school days. The equipment used for this operation consists of a skid steer loader with a broom or snow blower attachment and a walk behind snow blower. Sidewalks to be cleared are as follows:

- Nippersink Road from Cedar Lake Road to the Village School
- Hart Road from Cedar Lake Road to Route 134
- Sunset Road from Hart Road to Long Lake Drive
- Cedar Lake Road from Route 134 to Park Road
- Commuter walk areas at the intersection of Cedar Lake Road and Route 134
- Bright Meadows Subdivision Path from Forest Avenue to Wildspring Road
- Lincoln Avenue Bike/Pedestrian Path
- Police and Public Works building
- Hillandale Drive from Maple Lane to Round Lake Park
- Village Hall and Annex sidewalks
- Path from Waterbury Drive to Newbridge Lane for Park School
- Townline Road. from Bacon Road to Cedar Lake Road
- Washington Street from Greenwood to Cedar Lake Road
- Long Lake Drive from N. Lotus Drive to Sunset Drive
- Wagonwood Rd path to Nippersink & Nippersink from path to school entrance
- Goodnow Blvd from Avilon Ave to Route 134
- N. Rosedale Ct from Cedar Lake Rd to the school entrance
- S. Rosedale Ct from Cedar Lake Rd to the school entrance

Downtown Business District

Downtown business owners are expected to clear the snow from the sidewalks in front of their respective business by placing the snow at the curb. Staff will periodically load out the snow that has been deposited at the curb and haul it to an area behind the Village Hall or other designated area.

Equipment Preparation

Prior to November 1 snowplows and salt spreaders will be prepped and mounted on the vehicles and checked for proper operation. In early November , staff will conduct a dry run of all of the routes to allow the drivers to check for route hazards, familiarize themselves with any new streets added to their routes and check for proper equipment operation. At that time the drivers note any hazards or problems with their truck or equipment. Any issues will be addressed and repaired. Staff intends to have the fleet completely fitted and operational by the second week in November.

Storm Call-Out Procedure

The Director of Public Works will initiate winter operations based on various local forecasts and actual road conditions. All personnel will be notified in advance of the likelihood of winter operations and an anticipated start time.

Anti-Icing Resources

Salt

For the 2017/2018 winter the Village has contracted with Morton Salt, Inc. for 1,300 tons of rock salt. The Village's salt barn located at the Public Works facility can only hold approximately 500 tons of salt and therefore salt deliveries will be required periodically throughout the winter.

Liquids

Public Works has a 6,200 gallon tank and a 1,200 gallon tank for anti-icing liquids. Staff intends to use a chemical blend called Thermapoint R purchased from Industrial Systems Ltd. and calcium chloride purchased from Lake County. The liquids will be used depending on pavement temperature. Salt brine is generally effective down to 15 °F while the proposed mixtures can be effective down to -10 °F. Liquids can be applied before, during or after a snow event.

Miscellaneous

Mailboxes

Mailboxes are typically damaged from the weight of the snow coming off of a plow and hitting the box or the box being struck by the plow. If a mailbox is damaged by being struck by a plow or truck during snow removal operations it will be repaired within a reasonable amount of time after snow removal operations are completed. Mailboxes damaged from the weight of the snow coming off the plow will not be repaired by the Village. As calls are received regarding damaged mailboxes a list will be compiled and repairs completed on a first-come first-served basis.

The following is an attempt to describe varying damages and probable repairs:

1. Post is broken and existing mailbox did not suffer major damage:
If the ground is not frozen staff will replace the post with a configuration that is **similar to or as close as possible** to the original design of the existing post. Staff will re-install the existing box on the new post.
If the ground is frozen, and installation of a new post is impossible, staff will provide a temporary mailbox until such time as a proper repair can be accomplished.

2. The post is intact and the mailbox has been knocked off of the post:
 - Staff will inspect the post for damage and replace the post if damage is found. If the box did not suffer any major damage staff will re-mount the existing box on the existing post.
 - If the box is damaged beyond repair staff will provide a replacement mailbox that will match the original mailbox **as close as possible**.
 - In the case of a one of a kind mailbox, staff will offer the owner a replacement mailbox or allow the owner to obtain a replacement mailbox and bring the receipt to the Village for reimbursement. The maximum reimbursement limit is \$50.00 for each occurrence.

Parkway Damage

Parkway damage can be caused by a plow riding up over the curb or beyond the shoulder or by tires coming up over the curb and damaging grass or creating ruts. Staff will compile a list of damaged areas as complaints are called in and all parkways will be checked in early spring for damage. Staff will repair damaged areas in the spring as weather allows. The repairs will consist of removing the damaged material, placing new topsoil as needed, seeding the areas and placing blanket over the repair. Requests to repair plow damage should be made prior to May 15th. After that date, repairs will be the responsibility of the property owner.

Decorative Landscaping

This item refers to planting areas within the right-of-way. The damage may be salt damage or physical damage to the planting structure (rocks, railroad ties, etc.) or the plantings themselves. These planting areas are placed in the right-of-way at the owner's risk. Staff will not replace or repair anything in these areas beyond standard grass restoration.