



# SNOW & ICE CONTROL POLICIES AND PROCEDURES

**West Valley City Public Works**

Revised October 2004

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# I. INTRODUCTION

## 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 West Valley City. This policy provides a uniform understanding of the priorities and procedures to be used to combat the accumulation of snow and ice on City 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 can 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 until all streets have clear pavement, or plowing and salting is no longer effective.

## SCOPE

This policy applies only to public streets under the jurisdiction of West Valley City. The City has over **360 center-line miles** of arterial, secondary, and residential streets. Many of these streets have multiple lanes. City streets have been divided into four priorities:

<i>Priority One</i>	Arterial and Major Collector Streets	256 lane miles
<i>Priority Two</i>	Minor Collector Streets and Special Needs	116 lane miles
<i>Priority Three</i>	Residential through Streets	380 lane miles
<i>Priority Four</i>	Cul-de-sacs	530 each

Snow removal from state highways is provided by the Utah Department of Transportation. The following streets in West Valley City are State highways: Redwood Road, Bangerter Highway, 5600 W. St., SR-111 (Bacchus Highway), 3500 S. St., and 5400 S. St., State Road - 201 (21<sup>st</sup> South Freeway) and I-215.

In order to provide the most efficient snow removal services on border streets, the City has entered into an interlocal agreement with Salt Lake County. Salt Lake County provides snow removal in the unincorporated Magna area west of the City, and by contract with Taylorsville City to the south. Under this agreement, West Valley City is responsible for snow and ice control on both sides of the Meadowbrook Expressway from the Jordan River to Redwood, and both sides of 7200 W. St. from 2100 S. to 4100 S. The County, conversely, plows both sides of 4700 South Street from 2700 West to 5600 West, 2700 W. from 4100 S. to 4700 S.

Snow removal from City-owned parking lots is handled by the Parks Department.

City ordinance assigns the responsibility of snow removal from sidewalks to the adjacent property owner.

## **II. POLICIES**

### **RESPONSIBILITY**

The responsibility for implementing the snow and ice control policy lies with the Street Superintendent, or his designee during off hours. The Public Works Director will authorize the use of additional resources, when conditions warrant.

### **TRAINING**

Prior to the start of the snow season, the Street Division will conduct training activities for all personnel that will be involved in snow control activities. The training will consist of classroom training and hands-on equipment training, including the operation of salters, snowplows, and front-end loaders. A “dry run” will be conducted for inexperienced drivers, which will consist of driving the routes to familiarize the drivers with any obstructions they may encounter.

### **WEATHER MONITORING**

Street Division supervisors, with the use of the National Weather Service daily forecasts, will monitor weather conditions. They will be responsible for placing snowplow crews on “On-call Status.”

### **COMMENCEMENT OF OPERATIONS**

Whenever there is a danger of icy or snowy conditions on City roadways, the Street Division will monitor conditions. After regular working hours, the Police Department also reports icy conditions to the Street Division. When snow or ice begins accumulating on the streets, the Street Superintendent, or his designee during off hours, will authorize commencement of plowing and/or salting operations.

### **PRIORITIES**

A limited amount of resources and the need to provide the greatest safety and benefit to the traveling public, in the most efficient manner, necessitate that priority be given to certain streets above others. Streets with higher intensity use have a higher priority for snow removal service. Streets, which require proportionally more time for snow removal, have the lowest priority.

**CITY STREETS HAVE BEEN DIVIDED INTO FOUR PRIORITY CATEGORIES AS FOLLOWS:**

***PRIORITY ONE:*** These are arterial and major collector streets, generally with a right-of-way width of 66 feet or more, and average daily traffic greater than 5000.

***PRIORITY TWO:*** These are generally subdivision collector streets, typically with a pavement width of at least 30 feet. Included in this category are streets serving emergency response facilities and schools. Also included are streets with hills and sharp curves where traction problems often cause hazardous driving conditions.

***PRIORITY THREE:*** All other residential through streets, (excluding cul-de-sacs.)

***PRIORITY FOUR:*** Cul-de-sacs and other dead end streets. The City incurs proportionally more time and costs clearing snow from cul-de-sacs than on typical “uninterrupted” stretches of streets. Because of the high cost-to-benefit ratio, cul-de-sacs and dead end streets have the lowest priority, and will be the last areas addressed.

**DEVIATIONS FROM POLICY**

Deviations from standard policies and procedures may occur due to unusual or extraordinary circumstances. Each winter storm has unique characteristics. Factors such as storm intensity and duration, timing, wind, temperature and moisture content influence the methodology used to combat 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 enable the established objectives to be met.

### III. OPERATIONS PLAN

#### EQUIPMENT RESOURCES

The Street Division has a total of 13 large snowplows, 6 small trucks with plows, 2 loaders, 2 backhoes, and 1 grader, which are used in the snow and ice removal process. Most of the plows are also equipped with salters. Whenever plows are on the street, Fleet Maintenance personnel are called in to support the operation by changing plow blades, and mechanical repairs.

Year	Make	Type	Equipped with Snowplow?	Equipped with Salter?
2003	903 International	10-Wheeler	Yes	Yes
2003	913 International	10-Wheeler	Yes	Yes
2002	804 International	14-Wheeler	Yes	No
2002	837 International	14-Wheeler	Yes	Yes
1997	573 Freight Liner	Bobtail	Yes	Yes
1997	574 Freight Liner	Bobtail	Yes	Yes
1997	575 Freight Liner	Bobtail	Yes	Yes
1997	576 Freight Liner	10-Wheeler	Yes	Yes
1997	577 Freight Liner	10-Wheeler	Yes	Yes
1996	557 Ford	14-Wheeler	Yes	Yes
1996	558 Ford	14-Wheeler	Yes	Yes
1995	491 Ford	Bobtail	Yes	Yes
1995	492 Ford	Bobtail	Yes	Yes
2001	838 Ford	F550	Yes	Yes
2001	802 Ford	F550	Yes	Yes
2001	803 Ford	F550	Yes	Yes
1998	641 Chevy	1.5 Ton	Yes	Yes
1997	612 Ford	1.5 Ton	Yes	Yes
2004	944 Ford	F-550	Yes	Yes
2003	939 Cat	Loader		
2003	941 Cat	Grader		
2004	793 Cat	Loader		
2003	000 Cat	Backhoe		
1996	556 John Deer	Backhoe		

## HUMAN RESOURCES

There are 24 operators and foremen in the Street Division. All 24 operators and foremen operate plows for snow removal. Two Street Division supervisors, and a secretary support the operation. Six mechanics and technicians in the Fleet Maintenance Division provide mechanical support.

Schedule	Shifts	Number of Employees
Normal Daily Schedule	Day Shift: 6:30 a.m. – 5:00 p.m.	24 Employees
	Monday through Thursday	
Snow Schedule	Midnight to Noon Shift	12 Employees
	Noon to Midnight Shift	12 Employees
	24 hours a day	

**\*Due to the nature of snow and ice control activities, Street Division Supervisors will change schedules as needed to complete salting or plowing activities.**

**\*When accumulations reach eight (8) inches on the road, the Street Division may request help from other divisions in the Public Works Department.**

**\*When accumulations reach 12 inches or more on the road, the Street Division may request help from outside contractors.**

## RESPONSE PLAN

West Valley City is divided into **six (6) priority one, main arterial snow routes**. Two trucks are assigned to each route. The City is also divided into 12 districts that contain priority two collectors, priority three residential streets, and priority four cul-de-sacs. Priority-one streets are the first streets to receive plowing and salting. Whenever priority-one streets are deemed safe for travel during or after a snow fall, plows begin operations on the priority-two streets. After these streets are completed, trucks will move to priority-three and four residential streets during regular hours. If there is a snow accumulation of **four inches** or more on the road, plows will remain on the street to serve priority three and four streets during off hours. If during plowing operations on lower-priority streets, conditions deteriorate on priority one streets, trucks will be dispatched back to these streets as needed.

## **CONTINUATION AND COMPLETION**

Although no snow event is exactly the same, as a rule of thumb, it usually takes 10-12 hours **AFTER** the snow stops falling to plow and salt priority one and two streets.

**Residential streets generally take 48 hours to plow**, assuming no interruptions to move back to priority one or two streets.

During major storms, traffic on low-priority streets usually causes the snow to become packed or icy, before it can be plowed. In these cases, it may take days or even weeks to remove the packed snow and ice from low-priority streets. When snow has become compacted on low-priority streets and plowing is ineffective, salting and plowing operations may discontinue until regular working hours.

## **SALTING**

Salting is usually done in conjunction with plowing, and has a similar priority system. Salting alone will be done when roads are icy, or plowing is ineffective on snow-packed roads. The priority system for salting operations is as follows:

1. Arterial Streets
2. Collector Streets (including perimeter streets around public and private schools during weekdays).
3. Areas where traction problems are causing hazardous driving conditions, such as hills, curves, stop signs, etc.

Once operations have begun, salting will continue until the selected streets have traction restored. Depending on the weather conditions, arterial and collector streets may receive multiple applications, along with other hazardous intersections or street inclines. Due to limited salt storage and delivery capacities, when more snow is predicted, salting may be halted on low-priority streets to conserve salt for higher-priority streets.

## **MATERIALS**

For salting operations, straight salt will be used in different amounts, depending on pavement temperature, air temperature and the amount of precipitation.

## **SALT STORAGE**

The salt storage facility at 2855 S. 3600 W. has a capacity of approximately 2000 tons. Salting operations to meet the demands of a major storm, could consume this entire volume. Orders for salt delivery are regularly made to keep the storage facility full. The objective is to maintain the minimum amount of salt on hand at 1000 tons.

## **BRIDGES**

Bridges often become icy before the adjacent streets. Bridges are monitored for slippery conditions by Streets Division personnel, during normal working hours; and after-hours by the Police Department. If ice is present, salt will be spread to increase traction.

## **CUL-DE-SACS**

In an effort to become more efficient, crews will, when feasible, use the following standard in plowing snow in cul-de-sacs:

1. One full pass will be made around the perimeter of the cul-de-sac with a snowplow, pushing the snow to the outside of the cul-de-sac and salting the center.
2. As time allows after a heavy snow, the snow will be plowed out of the center of the cul-de-sac and dispersed to the sides of the street.

## **LOADING AND HAULING OF SNOW**

Hauling of snow will only be done when there are no other alternatives to keep streets open or to maintain access to adjacent properties, or under other special circumstances.

## **SOLID WASTE COLLECTION**

Snow removal affects many City services, but none more than the collection of solid waste. For this reason, it is necessary to include in this policy, procedures for coordinating solid waste collection services with snow removal plans.

Solid waste collection is normally unaffected by minor snow events. As accumulations of snow increase, storage of snow on curbs and shoulders may restrict or eliminate areas where garbage containers are normally placed. It may become unsafe, ineffective, or detrimental to snow removal efforts, to continue regularly scheduled collection of solid waste. For major snow events and emergencies, the Fleet and Sanitation Supervisor will coordinate continuing solid waste collection services with the Street Superintendent. Solid Waste collection may be suspended or postponed, with the approval of the Public Works Director.



## **PUBLIC RELATIONS**

Providing information to the public is a vital part of snow removal services. Residents need to know how they can help facilitate snow removal, and what to expect in terms of a response to winter storms. Messages sent to the public can range from simple requests to remove parked vehicles from the street, to notification of street closures, or other severe conditions.

Prior to snow season, each year, information will be distributed through the City's newsletter, or other general circulation, regarding parking restrictions, sidewalk snow removal requirements, prohibitions against throwing or blowing snow on to City streets, and snow removal priorities.

During storms, call centers will be staffed appropriately to take requests for service, according to storm intensity.

Mass media, and reverse-911 calling capabilities, through the Valley Emergency Communications Center (VECC), will be utilized to request compliance with snow removal ordinances; or to notify the public, when extreme weather conditions force the suspension of solid waste collection, or street closures.

## **DISPATCHING COMPLAINTS**

Since snowplow operators are already trained to follow priorities set in the policies and procedures, it would be detrimental to the whole to respond to individual complainants, before letting the operators respond in accordance with the Snow Removal Policy. Telephone operators will log requests for service, and periodically forward these logs to snow plow supervisors for review and action. Supervisors will use complaint logs to direct operators to missed areas, after they have followed the Snow Removal Policy.

Supervisors will need to be notified immediately of hazardous icy conditions or new snow accumulation on Priority One streets, roadways blocked by drifting snow, or other emergency conditions.

Claims from residents for property damage caused by snowplows, should be reported to the Risk Management Division.

## **IV. OPERATIONAL PROCEDURES FOR DIFFERENT STORM INTENSITIES**

The following procedures describe implementation of the Operations Plan and Policy for various intensity storms. The procedures are intended as an aide to supervisors, and management staff to ensure essential actions are taken. Variations to these procedures may be made by the Street Superintendent, or his designate, to best meet the demands of changing storm events. The procedures will also provide readers with an understanding of how the City manages snow removal.

**MINOR SNOW EVENT:** generally 1-4" of accumulation of snow on the road

Resources will be committed to Priority One streets first. No additional resources will be brought in for lower-priority roads. Only after Priority One streets are cleared, will resources be shifted to Priority Two streets. Similarly, the same resources will be used to serve Priority Three and Four Streets only after needs have been met on Priority One and Priority Two streets.

*Priority One – Arterial Streets:* 12 trucks and 12 operators. 24 hrs per day, 7 days per week, when needed. Generally cleared within 12 hours after the end of the storm.

*Priority Two – Secondary Snow Routes:* After *Priority One* streets are completed, 12 trucks and 12 operators. 24 hrs per day, 7 days per week, when needed. Generally cleared within 12 hours after the end of the storm.

*Priority Three – Residential Streets:* After *Priority One* and *Two* streets are completed, 12 trucks and 12 operators. Regular hours only. Generally cleared within 48 hours after the end of the storm.

*Priority Four – Cul-de-sacs:* After all higher-priority streets are cleared, 12 trucks and 12 operators. Regular hours only. Generally cleared within 48 hours after the end of the storm.

### **AUTHORITY**

The Street Superintendent, or his designate during off-hours, has the authority to call-out, and direct snow removal resources.

### **ADDITIONAL RESOURCES NEEDED**

Overtime pay for Priority One and Two roads only.

### **SOLID WASTE COLLECTION**

No change in collection scheduling.

### **PUBLIC INFORMATION**

Requests for service handled by Street Division Secretary.

**MODERATE SNOW EVENT:** generally 4-8” accumulation of snow on the road

Resources will be committed to *Priority One* streets first. No additional resources will be brought in for lower-priority roads. Only after *Priority One* streets are cleared, will resources be shifted to *Priority Two* streets. Similarly, the same resources will be used to serve *Priority Three* and *Priority Four* Streets only after needs have been met on *Priority One* and *Priority Two* streets.

*Priority One – Arterial Streets:* 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed. Generally cleared within 12 hours after the end of the storm.

*Priority Two – Secondary Snow Routes:* After *Priority One* streets are completed, 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed. Generally cleared within 12 hours after the end of the storm.

*Priority Three – Residential Streets:* After *Priority One* and *Priority Two* streets are completed, 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed (unless snow-packed). Generally cleared within 48 hours after the end of the storm.

*Priority Four – Cul-de-sacs:* After all higher-priority streets are completed, 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed (unless snow-packed). Generally cleared within 48 hours after the end of the storm.

#### **AUTHORITY**

The Street Superintendent, or his designate during off-hours, has the authority to call-out, and direct snow removal resources.

#### **ADDITIONAL RESOURCES NEEDED**

Overtime pay for all streets.

#### **SOLID WASTE COLLECTION**

No change in collection scheduling.

#### **PUBLIC INFORMATION**

Requests for service handled by Streets Division secretary.

**HEAVY SNOW EVENT:** generally 8-12" accumulation of snow on the road

Streets Division resources will be committed to *Priority One* streets first. Additional resources, as described below, will be brought in to clear lower-priority roads. Only after *Priority One* streets are cleared, will all resources be shifted to *Priority Two* streets. All resources will be used to serve *Priority Three* and *Priority Four* Streets only after needs have been met on *Priority One* and *Priority Two* streets.

*Priority One – Arterial Streets:* 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed. Generally cleared within 12 hours after the end of the storm.

*Priority Two – Secondary Snow Routes:* After *Priority One* streets are completed, 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed. Generally cleared within 12 hours after the end of the storm.

*Priority Three – Residential Streets:* After *Priority One* and *Two* streets are completed, 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed (unless snow-packed). Generally cleared within 48 hours after the end of the storm.

*Priority Four – Cul-de-sacs:* After all higher-priority streets are completed, 12 trucks and 12 operators, 24 hrs per day, 7 days per week, when needed (unless snow-packed). Generally cleared within 48 hours after the end of the storm.

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

#### **AUTHORITY**

The Street Superintendent, or his designate during off-hours, has the authority to call-out, and direct snow removal resources.

#### **ADDITIONAL RESOURCES NEEDED**

Overtime pay for all streets

Eight Engineering field personnel split into two 12-hour shifts of four, to operate small snowplows.

Two telephone operators from Engineering and Administration to assist Streets Division secretary in logging complaints

#### **SOLID WASTE COLLECTION**

Public Works Director, Street Superintendent, and Fleet and Sanitation Supervisor meet with Solid Waste Collection contractor to determine if solid waste collection should be delayed or suspended, to facilitate snow removal or to reduce risk.

#### **PUBLIC INFORMATION**

Press release to request cars be removed from streets generated by PW Director

**SNOW EMERGENCY:** generally 12” or more inches of snow on the road

Streets Division resources will be committed to *Priority One* streets first. Additional resources, as described below, will be brought in to clear lower-priority roads. Only after *Priority One* streets are cleared, will all resources be shifted to *Priority Two* streets. All resources will be used to serve *Priority Three* and *Four* Streets only after needs have been met on *Priority One* and *Priority Two* streets.

*Priority One* – **Arterial Streets:** 12 trucks and 12 operators, 24 hrs per day, 7 days per week when needed.

Generally cleared within 12 hours after the end of the storm.

*Priority Two* – **Secondary Snow Routes:** Initially, 4 engineering field staff on small plows. After *Priority One* streets are completed, 12 trucks and 12 operators from streets, 24 hrs per day, 7 days per week when needed.

Generally cleared within 12 hours after the end of the storm.

*Priority Three* – **Residential Streets:** Contracted equipment may be utilized in each of 12 snowplow areas, if available. After *Priority One* and *Two* streets are completed, 12 trucks and 12 operators from streets, 4 engineering field staff on small plows, 24 hrs per day, 7 days per week when needed (unless snow-packed).

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

*Priority Four* – **Cul-de-sacs:** Contracted equipment may be utilized in each of 12 snowplow areas, if available. After all higher-priority streets are completed, 12 trucks and 12 operators from streets, 4 engineering field staff on small plows, 24 hrs per day, 7 days per week when needed (unless snow-packed).

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

## **AUTHORITY**

The Street Superintendent, or his designate during off-hours, has the authority to call-out, and direct snow removal resources. The Public Works director authorizes additional resources from within the Department, press releases, public information, etc. The City Manager authorizes assistance from other Departments within the City, and increased budget expenditures.

## **ADDITIONAL RESOURCES NEEDED:**

Overtime pay for all streets.

Eight Engineering field personnel split into two 12-hour shifts of four, to operate small snowplows.

Additional contracted operators & equipment (graders, plows, etc.)

Two telephone operators from Engineering and Administration to assist Streets Division secretary in logging complaints.

Two additional telephone operators from other Departments, to assist in logging complaints.

Increased budget for overtime.

Increased budget for graders.

Increased fuel budget.

Increased salt budget.

No parking restrictions actively enforced by Police Department.

## **SOLID WASTE COLLECTION**

Public Works Director, Street Superintendent, and Fleet and Sanitation Supervisor meet with Solid Waste Collection contractor to determine which areas of City, if any, should have solid waste collection delayed or suspended, to facilitate snow removal or to reduce risk.

## **PUBLIC INFORMATION**

Send press release to notify residents that on-street parking restrictions will be actively enforced.

Send press release to notify residents of snow removal actions and street conditions, and to request curtailment of non-essential travel.

Activate reverse-911 calling system to notify residents of any changes in solid waste collection schedules.

## **V. PUBLIC INFORMATION**

### **ON-STREET PARKING**

It is dangerous and difficult to plow streets clogged with parked vehicles. Some streets, especially cul-de-sacs may not be plowed, if plows can not safely drive down them. The most helpful thing residents can do to facilitate snow removal is to get their cars off the street, and encourage others to do the same.

To facilitate snow removal, City ordinance prohibits on-street parking whenever there is snow or ice on the road. Any vehicles parked on a West Valley City street after an accumulation of ice or snow of one inch or more will be subject to ticketing and towing. (WVC Code 24-4-111)

### **SNOW BLOWING**

Blowing, throwing or pushing snow from driveways and walks into the street creates additional work for snowplow operators, and may create a traffic hazard. 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 create an even more dangerous situation. Throw snow onto landscaped areas in the yard or parking lot.

### **CUL-DE-SACS**

There are over **530 cul-de-sacs** in West Valley City. It takes considerably longer to clear snow from cul-de-sacs than other “uninterrupted” stretches of City streets. Because of the high cost-to-benefit ratio, cul-de-sacs and dead end streets have the lowest priority. Cul-de-sacs will be cleared, but it will likely be several days after a major storm ends.

### **SIDEWALKS**

Snowplows will try to avoid placing snow on sidewalks, but in some instances this is impossible. The adjacent property owner is responsible to keep sidewalks clear.

## **RESIDENTIAL DRIVEWAYS**

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

One way residents can help is to pile snow they have shoveled from their driveways **on the right side facing the street**, in lieu of placing it on both sides at the end of the driveways. Doing this will help snowplow drivers avoid carrying piles from the “upstream” side back across driveways.

## **MAIL DELIVERY**

City snow operators make every effort to remove snow as close to the curb as practical and to provide access to mailboxes for postal carriers. However, it is not always possible to provide ideal conditions and not damage mailboxes with the size and type of equipment the City operates. Therefore, the final cleaning adjacent to mailboxes is the responsibility of each resident.

If there is an accumulation of snow blocking your mailbox, either remove the snow or set out a temporary box, bucket, plastic tub or garbage can that can be reached by your letter carrier and label it with your address and the words “U.S. Mail.”

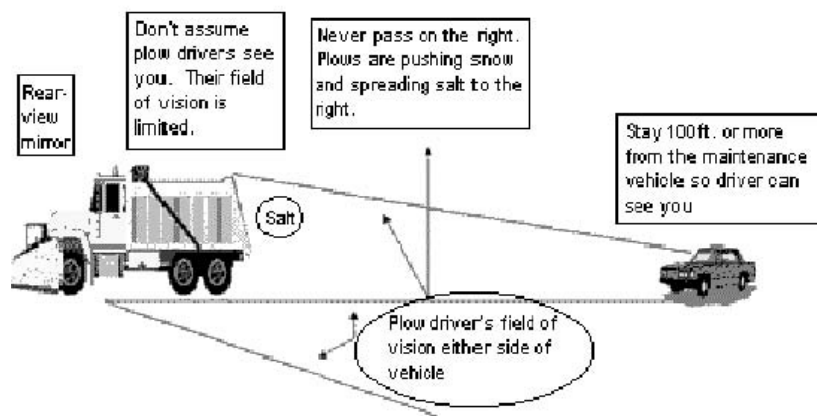
## **WHAT CAN I DO IF I AM ELDERLY OR DISABLED AND CAN'T SHOVEL SNOW FROM MY SIDEWALK OR DRIVE APPROACH?**

The City does not have the resources to provide snow removal from private sidewalks or drive approaches. Make arrangements with a relative, friend or neighbor, for help. If there is an elderly resident who has no other able bodied adult living with them and they need help with snow removal, please call Salt Lake County Life Care at 978-2452 (ask for Rosina) for more information.



## SAFETY TIPS

- ❖ Trucks are plowing snow and spreading salt. 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.



## STREETS PLOWED BY OTHER AGENCIES

There are several streets, within West Valley City, which are state highways. These streets are plowed by the Utah Department of Transportation. These streets are:

5400 South  
3500 South  
Redwood Road  
Bangerter Highway  
5600 West  
State Road -111 (Bacchus Highway)  
State Road - 201 (21<sup>st</sup> South Freeway)  
I-215

The following streets are plowed by Salt Lake County, under an agreement with the City:

4700 South from 2700 West to 5600 West  
2700 West from 4100 South to 4700 South

## **BROKEN TREE LIMBS**

During some heavy wet storms, tree limbs will be broken. Please call 955-3701 to report limbs blocking traffic.

Broken limbs outside the roadway are the responsibility of the tree owner. Limbs can be cut and bundled for Bulky Waste Pickup, on the regular monthly collection day. Branches and limbs must be tied in bundles less than 18" in diameter, 5' in length, and 75 lbs. in weight, per bundle.

## **PROPERTY DAMAGE CLAIMS**

Snowplowing and ice control operations can result in property damage, particularly during blizzard conditions or during night-time snow plowing. Incidents involving contact between City equipment and private property typically occur within the public street right-of-way, which commonly extends beyond the adjoining sidewalk. The intent of the right-of-way is to provide for snow storage, utilities, sidewalks, and other City uses.

Homeowners are permitted to place some improvements, such as mailboxes, within the right-of-way. In the event of damage to private property during snow removal efforts, the property owner shall file a claim with the City's Risk Management Division, by calling **963-3240**. The damage will then be investigated to determine if any damage is the responsibility of the City. The City accepts responsibility for mailboxes, if the damage is caused by impact with a plow blade or other piece of equipment. Mailboxes should be constructed solidly enough to withstand the force of snow rolling off a plow. Lawns and sprinklers that are physically damaged by City plows or motor graders will also be repaired.

The weight of accumulating snow may cause tree limbs to break, or other damage to structures. Such damage is the responsibility of the resident and his/her insurance company.