

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

**EFFECTIVE NOVEMBER 02, 2020**

The Village of Round Lake, Illinois is a community of 18,000 people. At this time there are approximately 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
  - 4 have liquid dispensing capability
- 3 1.5 ton dump trucks with plow and salt spreader
  - 2 have liquid dispensing capabilities
- 2 One ton dump trucks with plow and salt spreader
  - 1 has liquid dispensing capabilities
- 7 ¾ ton pickup trucks with plows
- 1 Front end loader
- 1 Combination loader/backhoe
- 2 Bobcat skid steer loaders
  - 1 with snow blower attachment for sidewalks

**Staff:**

- 1 Director
- 1 Superintendent
- 1 Crew Leader
- 4 Maintenance II employees
- 8 Part-time drivers to help when requested
  - 3 with a Class B CDL license

## Routes:

### **Streets**

The Village is divided into nine 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	Silver Leaf Glen
Route 2	Valley Lakes (north of Nippersink), Dawn Marie
Route 3	Valley Lakes (south of Nippersink), Emerald Bay, High Point
Route 4	Valley Lakes N.E., Hart Rd., & Industrial Park
Route 5	Parkview Phase I and II
Route 6	Down Town area (south of IL 134), Capri/Avilon, Park/Orchard/Lincoln area
Route 7	Madrona Village, Madrona Ridge & Bradford Place
Route 8	Prairie Walk, Lakewood Grove & Lakewood Orchard
Route 9	Lakewood (south of IL 60)
Contract A	Old town (north of IL 134)
Contract B	Bright Meadows
Contract C	Metra Parking 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, pre-salting or pre-wetting operations may be done prior to a weather event.

## **Sidewalks**

Public Works has one part time seasonal employee intended to be used mainly for snow removal on sidewalks. However, streets are considered a higher priority and sidewalks will only be cleared after streets have been cleared or adequate resources are available to clear both street and sidewalks simultaneously. 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 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
- 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 and entrance to Metra parking lot across from Goodnow Blvd.
- 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.

## **Equipment Preparation**

Prior to November 1<sup>st</sup>, 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 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. Whenever possible, personnel will be notified in advance of the likelihood of winter operations and an anticipated start time. Contractors for routes Contract A and Contract B will be called out when PW staff is called out so all roads get treated at the same time.

Because Public Works only has 6 full time maintenance staff it is not advisable to run two shifts for storm events. This means that streets may accumulate up to two or three inches of snow before staff begins removal operations. If the forecast shows a prolonged period of snow, staff may delay their start time to try and finish their shift as the storm is ending. If snow falls during the late evening or overnight, staff will generally attempt to start in the early morning to have roads cleared by 7:00 AM for the morning commute. Weather events will ultimately dictate start and stop times.

## **Anti-Icing Resources**

### **Salt**

For the upcoming winter season, the Village has contracted with Morton Salt, Inc. for 1,600 tons of rock salt. The Village's salt barn located at the Public Works facility can only hold approximately 500 tons of salt, 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. Staff will go out in early November to inspect mailbox posts and provide notices to residents if their post appears to be rotted or loose. This is a cursory review and is only meant as an attempt to give residents a chance to complete repairs and prepare for the winter.

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 15<sup>th</sup>. 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.