

**TOWN OF MENASHA
STREET DEPARTMENT
SNOW & ICE CONTROL
POLICY**



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INTRODUCTION AND INTENT

The Town assumes and is responsible for maintenance of over 100 miles of roads which are subject to freezing rain, ice, snow, and drifting at any time from November through April. Obviously, certain areas of the Town have a greater intensity of use and a priority for maintenance to serve the users. The concern for safety, general welfare, and the duration of travel necessitate that priority is given to certain areas over others.

The intent of establishing the Town of Menasha's Snow & Ice Control Policy is to provide a uniform understanding of the priorities and procedures used to combat snow and ice related conditions. Each winter storm has unique characteristics. Climatological factors such as storm intensity and duration, wind, temperature, and moisture content affect the total amount of snow and ice accumulation and influence the methodology used to combat the resulting snow and/or ice related conditions. The timing of a storm will influence the removal of the snow and ice.

The intent of this policy is to provide a communication tool to better inform the elected official, general public, town staff, and emergency personnel; but also to define and outline snow and ice control objectives and procedures as established by the Town of Menasha. This policy supersedes any and all previously written documents or written policies of the Town of Menasha regarding snow and ice control.

The Street Department will endeavor to maintain adequate traction for vehicles properly equipped for winter driving conditions. **This does not mean bare, dry pavement should be expected after each snowfall. Furthermore, this does not mean the streets will be free of snow and ice.** No two storms are alike. Because of this, a certain amount of flexibility is necessary for the department to persevere.

The need for implementation of a snow and ice policy shall be the actual occurrence of a snowfall. Snowfall accumulations of two inches or less are generally handled (depending on weather conditions) by salting, and/or a combination of salt, chips, and calcium chloride with some snowplowing occurring. Snowplowing operations generally do not begin until snowfall accumulations are greater than two inches.

The responsibility for ordering personnel and equipment into service for a winter snow and ice operation shall be with the Street Superintendent or his designee. The Police Department will assist in notification of the Street Superintendent or his designee, of needed service.

The Street Superintendent or designee has full authority to begin snow and ice operations or suspend the operations in severe storms when there is danger to operators or it is not practical or cost effective to continue. Due to limited budgets, the Town may not have sufficient equipment and/or labor to handle severe snow and ice storms as rapidly as usual. No guarantee is made or implied as to the length of snow and ice operations.

During snow and ice storms, town road crews will respond to emergency conditions to the extent practical. The Town will not respond to unverified emergency requests direct from the public. The requests must come from the appropriate emergency agency (ie. fire, police, etc.)

This policy shall not supersede State Statute 81.15 that allows three (3) weeks for response time per snow occurrence. Town of Menasha's goal is to maintain the roads in as good winter driving conditions as weather, equipment, labor, and budgets allow. But this does not mean the public should expect streets to be free of snow and/or ice and should anticipate some inconvenience. Motorists and pedestrians are encouraged to take necessary precautions during the winter season by having vehicles properly equipped and drive according to conditions.

It is stressed that every snowstorm is different, and it is the intent of the Snow & Ice Control Policy to be adhered to as a general guide, and not as a set of rigid rules.

The Snow & Ice Control Policy will be revised as deemed necessary.

A complete map of Priority I, II, III, and IV roads are located at the Street Department Office.

STORM CONDITIONS

An impending storm condition shall be rated into one of four categories based upon forecast information from the National Weather Service and various weather forecasting services. These ratings shall be as follows:

A. Condition YELLOW Event

A Condition YELLOW Event is projected to have a limited effect on driving conditions. The means used to fight this type of storm will generally be limited to application of salt and abrasive to hills, curves, inclined areas, school zones, bridges, and high traffic areas. Generally little or no plowing of snow will be required. A Condition YELLOW Event will always have the potential to be upgraded to a more serious alert.

During a Condition YELLOW Event, the department will maintain Priority I and II roads (typical storm event: light snow, less than 1.5 inches).

B. Condition BLUE Event

A Condition BLUE Event is projected to cause minor trouble to motoring public. Initial methods used to fight this type of storm will be to apply chemical de-icers and/or abrasive to hills, curves, inclined areas, school zones, and high traffic areas. However, the application of these materials is intended more as a preventative method of stopping bonding of ice and snow to pavement than a means of melting the accumulated snow and ice as in a Condition YELLOW. Generally, more plowing will be required with salting as needed.

During a Condition BLUE Event, the department will maintain arterial and collector roads (Priority I and II roads) in passable condition (typical storm event: 1-2 inches of snow).

C. Condition RED Event

A Condition RED Event is projected to cause significant trouble to the motoring public. As in a Condition BLUE Event, chemical de-icers and abrasives will be applied as a prevention of snow bonding to the pavement as deemed necessary.

Plowing will begin as soon as two (2) inches of snow has accumulated. In-house personnel and equipment will be deployed to keep roads open to traffic. Particular emphasis will be placed on keeping roads on the priority road system open to traffic at all times (Priority I and II roads). Crews will then plow out entire Town when deemed necessary (typical storm event: 2-6 inches of snow).

It is the intent of the department to have this initial plowing operation completed within ten (10) hours of the end of the storm.

D. Condition BLACK Event

A Condition BLACK Event is projected to cause major trouble to the motoring public. As in a Condition RED Event, chemical de-icers and abrasives will be

applied as a prevention of snow bonding to the pavement as deemed necessary.

As soon as two (2) inches of snow has accumulated, in-house personnel and equipment will be deployed to keep roads open to traffic. Particular emphasis will be placed on keeping roads on the priority street system open to traffic at all times (Priority I and II roads). Crews will then plow out entire Town when deemed necessary.

Declaration of snow emergency may be needed depending on forecasted events. Snow prohibits parking on any Town road until it is cancelled. This declaration should be only exercised in extreme situations (typical storm event: 6-10 inches or more).

It is the intent of the department to have this initial plowing operation completed within twelve (12) hours of the end of the storm.

SCENARIOS

Condition YELLOW Event – very limited trouble expected

Condition BLUE Event – minor trouble (local icing, bridges, intersections)

Condition RED Event – significant trouble (snow packing – roads slippery, hazardous)

Condition BLACK Event – major storm (heavy snow – long duration – drifting, etc.)

CODE YELLOW: The forecast weather is expected to have a limited effect on driving conditions.

EXAMPLE 1: Light snow occurs during daylight hours with temperatures above 35 degrees – snow melts everywhere expect a light covering on the grass. Roads and/or streets – and “cold spots” – are wet but not icy. No action needed.

EXAMPLE 2: Very light snow occurs in mid-winter with temperatures well below zero. Snow blows off main roads and/or streets – and is too light to be affected by traffic at intersections, etc. No action needed.

EXAMPLE 3: On edge of snow and trouble – no snow occurs in area of operation. No action needed.

CODE BLUE: The forecast weather conditions are expected to have a “minor” effect on operations.

EXAMPLE 1: Early fall or late spring – light snow occurs with temperatures near 33 degrees – snow melts on warm streets and/or roads but sticks on bridges, overpasses and “cold spots,” causing them to become slippery and hazardous. No action needed on main arteries, but spreading operation needed in local spots.

EXAMPLE 2: Mid winter – light snow occurs with temperatures near zero – wind 10-15 mph. Combination of cold temperatures, cold pavement and wind blows most of the snow off to the side of the roads and streets. However, at intersections and congested areas, traffic causes slippery spots to develop. No action needed on main arteries, but spreading operation needed in local spots.

CODE RED: The forecast weather conditions are expected to have a “significant” effect on operations.

EXAMPLE 1: Snow occurs with temperatures below freezing – snow packs on roads and/or streets making them hazardous and slippery. Full scale plowing operation needed at depth of 1-3 inches.

EXAMPLE 2: Rain occurs with temperatures below freezing – rain freezes (glazes) on roads and/or streets making them slippery and hazardous. Full scale spreading operation needed.

CODE BLACK: The forecast weather conditions are expected to have a “major” effect on operations.

EXAMPLE: Heavy snowfall (in excess of 6 inches) – strong drifting winds – long duration – rapid snowfall accumulation – all out plowing operation using heavy equipment – need to split crews – a major snowstorm.

DETERMINATION OF NEED

In order to provide an efficient operation, it may be necessary to partially complete a lower class of service requirement to reach an area of higher priority. It may be necessary to clear a route immediately for a power outage, water main breaks, fires, ambulance calls or other obvious emergencies. The following is a list of priority areas and the order to which service will be provided first priority (a complete map of priority roads are available for public viewing).

PRIORITY I: MAIN ROADS – These roads are a priority road, located throughout the town. They are given a higher rating over the other Town roads. These are functional roads, which generate heavy traffic and move traffic from point A to point B. Other criteria that is also considered on a Priority I road is as follows: curves, hills, sloped or inclined areas, schools, hospital routes, motels and municipal complexes, etc.

Examples: W. American Dr, Jacobsen Rd, Airport Rd, Green Bay Rd, Stead Dr

PRIORITY II: MAIN ROADS AND MAIN SECONDARY – These roads include all Priority I roads and main secondary roads. Main secondary roads are roads intersecting with main roads or State or County Trunk Highways. These roads are generally internal roads within subdivisions and are used to connect low use roads within the Town road system.

Examples: Fair Oaks Dr, Arena Dr, Westwood Dr, Sandys Ln, Earl St

PRIORITY III: SECONDARY ROADS – These roads are all roads that are not included in Priority I and Priority II roads. These roads are low use roads, roads that have low traffic, dead end roads, and cul-de-sacs.

PRIORITY IV: NEWLY CONSTRUCTED ROADS – These roads are roads that are in a state of construction with a surface of gravel or stone, and will not be plowed or salted until they are adequately frozen, creating a hard surface. Snowstorms that occur prior to and/or after these roads thaw, shall be driven on by vehicles to promote a snowpack and will remain in a state of snowpack for the duration of the winter season.

Priority IV areas such as new gravel roads shall be cleared within 24 hours after a snow storm or as deemed necessary by the Street Superintendent or designee.

ICE & SNOW OPERATIONS

During normal and outside working hours the Street Superintendent or designee will start salting and/or plowing as deemed necessary. The Street Superintendent will keep informed about weather conditions and potential problems through the use of local weather reports, the National Weather Service, Town of Menasha Police Department and Street Department personnel, calling in crews as needed.

The main objective of snow and ice removal operations is to plow and salt roadway surfaces to either curb to curb or shoulder to shoulder, throughout the duration of a snow storm, trying to clear the center of the road to bare surface if possible and at least one lane of traffic in each direction. Crews will maintain this operation until such time to allow the majority of the traffic to reach their destination and once this has been accomplished, completely plow out the Town of Menasha, when practical.

At any time the Street Superintendent or designee may suspend snowplowing operations. Some examples of reasons for suspension are: zero visibility, unsafe plowing conditions, very intense/severe storms, etc. Plowing operations would commence as soon as the weather permits.

Once a decision on a starting time is established, the Police Department and Town Administer will be informed of the type of snowplowing operation that will take place.

Snow in excess of three (3) inches or more will generally be the rule followed for snowplowing operations. Priority I roads will be plowed first, during the initial start of the storm and maintained until general Town plowing is started.

Generally, two (2) inches of snow or less will be handled with salting, with some plowing of main roads, and then salting of intersections of secondary roads will be done. Since every snowstorm is different, starting times will vary throughout the snow season.

Plowing routes have been established to provide the best possible snow removal, using snow equipment and operators to best suit that area. Generally, plowing operations will start as soon as weather permits. High winds, temperature, snow amounts, time and departure of snowstorm are all part of the deciding factors for beginning snowplowing operations, as well as equipment and Town personnel.

PLOWING

Plowing shall consist of moving snow or ice to either side of a specific area. Plowing shall commence as the Street Superintendent or designee shall direct. All streets in Priority I through Priority IV shall have two (2) lanes of traffic open at all possible times. Depending on the intensity of the storm, streets are generally widened from curb to curb as they are plowed. If the intensity of the storm is too great, the plows will try to keep at least one (1) lane passable until which time the streets can be widened. The immediate concern is to clear the streets of accumulated snow as prudently and efficiently as possible without creating hardship in other areas.

An important step in dealing with snowfall and ice is street salting and sanding. Properly timed salting can prevent bonding of the snow and ice to the pavement and make cleanup a one pass operation. Streets identified for salt and abrasive application are divided into salting routes. These include priority streets, bus routes, hospital access streets, and major traffic carriers.

When the total amount of snowfall is projected to come under the Condition RED classification, plowing operations shall generally begin after the snowfall has ceased; the ideal starting time for plowing to be after 10:00 p.m. to midnight. At that time personnel and equipment shall be deployed into plowing routes clearing all streets, cul-de-sacs, and Town owned facilities.

SALTING & ABRASIVES MATERIALS

Salting operations will consist of and begin when one quarter (1/4) inch of snow starts to accumulate on the pavement up to one inch of snow. Depending on conditions, routes will be plowed at approximately 1.5 inches and may be plowed several times during a storm with streets simultaneously being salted (example Priority I roads).

In general, intersections, curves, inclines and mid-block spots receive the following application:

- 1) Main Roads/Main Secondary Roads – Salting centerline of entire roadways.
- 2) Intersections – Approximately 100 feet prior to the intersection
- 3) Curves – Approximately 50 feet each end of the curve and through entire curve.
- 4) Inclines – Approximately 50 feet each side of incline and through entire incline.
- 5) Mid-block spotting – In an effort to enhance traction between intersections, operators will spread material occasionally for 100 foot intervals.

The application rate for spreading authorized materials will vary on weather conditions. The materials utilized by the Town of Menasha are, but not limited to:

- a) Sodium Chloride – salt
- b) Liquid Calcium Chloride – CaCl₂
- c) Limestone Chips – abrasives

The standard rate of application for salt shall be 350 to 500 lbs. per lane mile, depending on weather conditions. Salt and Calcium Chloride are considered “de-icers” and shall be used predominantly on all Priority I and II streets by themselves or in a mixture of salt and liquid Calcium Chloride (pre-wetting). An application prior to plowing is intended to prevent snow from bonding to the pavement to help achieve high quality driving conditions.

Rock salt will be used alone as long as temperatures are conducive or above 20 degrees. Once temperatures dip below 20 degrees, salt is not effective. At this point mixing Calcium Chloride with Rock Salt at a rate of six gallons per ton of salt will lower the

temperature effectiveness to approximately zero degrees. When liquid is applied to the salt, it helps the salt stick to the road surface. This saves approximately 30 percent of the salt from bouncing and rolling off the road due to the traffic.

In the event that temperatures are not conducive to pre-wetting, streets will be maintained with an abrasive mixture of limestone chips/salt and will remain snow-packed until conditions allow for its removal. The application rate for the chip-mix shall be 500 lbs. per lane mile and shall be mixed (3:1) with three (3) buckets of limestone to one (1) bucket of salt per load. This process and treatment is not intended to “de-ice” streets or accomplish bare-pavement, but create traction until conditions improve when ambient and pavement temperatures allow this to occur. Motorists are to assume winter driving conditions to be treacherous at times and are encouraged to drive accordingly.

SNOW AND ICE CONTROL EQUIPMENT

At this time the Town of Menasha Street Department has:

- (6) 10-yard tandem axle trucks equipped with front plow, snow wing, salt spreader
- (2) 5-yard single axle trucks equipped with front plow, snow wing, salt spreader
- (1) Motor grader equipped with V-plow, scraper blade, snow wing
- (1) Rubber tire end loader equipped with V-plow, snow wing, front plow with interchangeable bucket
- (2) 1-ton trucks with 9 ft. plows
- (1) Tractor/backhoe with snow bucket
- (1) Skid steer with snow bucket, snow blower

While we have greatly improved our fleet in recent years, repair and maintenance is still necessary, and some down time should be expected.

EQUIPMENT OPERATORS

Equipment operators are expected to be knowledgeable about the routes they are plowing. They are to be familiar with existing conditions that would affect the speed or rate at which they plow and should use every precaution in avoiding plowing practices that would cause damage to private or public property.

Equipment operators are expected to inspect all equipment prior to leaving the Street Department garage or yard areas; to be sure the equipment is in proper working condition. Brakes, lights, horns, turn signals, plow, hydraulics, steering, tires, and cutting blades, etc., should be checked. Operators must check fuel tanks before taking the vehicle into the field. Any malfunction of the equipment, before or during operations, must be reported to the Street Superintendent or designee immediately.

Salting and Plowing Routes – established and posted with drivers. Also located at the Street Department Office and will be followed unless otherwise specified by the Street Superintendent. Drivers will generally be assigned the same salting/plowing routes and will cross-train to help out on other routes as assigned.

MISCELLANEOUS

This chapter is intended to clarify several smaller related issues that do not warrant individual chapters. These issues are, but not limited to:

COMPLAINTS

Complaints shall be received at the Town of Menasha Street Department Office at 2000 Municipal Drive, during regular working hours of 8:00 AM to 4:30 PM, Monday through Friday.

PARKING RESTRICTIONS

All night parking is restricted on any Town road, street, or Town right-of-way between the hours of 2:00 AM and 5:00 AM, from November 1 through April 1 each year. Section 4.04 of the Municipal Code (see Appendix A) details the all night parking regulation.

EMERGENCY DECLARATION

Section 4.04(3.5) of the Municipal Code (see Appendix B) details the declaration of an emergency by the Town Administer or designee. Snow emergencies will be declared through the local t.v. stations, radio stations, and newspaper. A declared emergency will restrict on-street parking around the clock, not just the extended overnight hours. It will virtually close down the Town of Menasha except for the operation of emergency crews, police, EMS, and fire department personnel. These powers should only be exercised in extreme situations.

In the case of a snow emergency, a dispatch center will be established at the Town Municipal Offices that being a central office for radio communication, telephone, etc. The Street Superintendent will advise the Town Administrator as to how bad the storm is and will let the Town Administrator know what will be done. At that time the Town Administrator or designee will take over the communication center, calling people to man phones, radios, etc. He will also make the decisions necessary when emergency calls are received (Fire, Police or Ambulance) which will require snowplow assistance.

Any unauthorized vehicle parked overnight during a snow emergency shall be towed immediately upon notification.

DEPOSITING OF SNOW ON PUBLIC RIGHT-OF-WAYS AND SIDEWALKS

Section 15.065 of the Municipal Code (see Appendix C) details the proper procedure for clearing driveways, private property, and sidewalks.

MAILBOX DAMAGE

Section 15.067(2) of the Municipal Code states the following:

“The Town assumes no responsibility for the replacement or repair of any such items where such loss, damage, or injury to such items is the result of Town operations including maintenance, snowplowing, construction or reconstruction of roadways or ditches, which work is being performed by the Town or the Town’s contractor on the Town’s road right-of-ways, road surfaces, road right-of-ways, and ditches.”

LAWN/TERRACE REPAIR

Lawn and terrace damaged by plowing operations should be reported to the Town of Menasha Street Department Office as soon as detected. Repairs of this type will be completed by Town crews as soon as the weather allows in spring.

TOWING PRIVATE VEHICLES

There will be no pushing or towing of private vehicles by Town vehicles or equipment during a snow and ice control operation. In case of an emergency, when so ordered by the Street Superintendent or his designee, the owner or operator of that vehicle shall be responsible for attaching the towing or pulling device to his vehicle and/or advised of such.

APPENDIX A

4.03 PARKING, STOPPING AND STANDING

- (1) Additional parking limitations may be adopted by either resolution of the Town of Menasha Board of Supervisors or action of the Town Administrator under Section 4.06, with copies of all such action to be kept on file with the Town Clerk for the Town of Menasha. The posting of regulations adopted hereunder shall be in conformity with Section 4.06 of this ordinance.
- (2) All night parking regulations:
 - (a) No commercial vehicle shall be parked on any Town road or street or Town right-of-way between the hours of 2:00 a.m. and 5:00 a.m. No commercial vehicle shall be parked on any Town road or street at any other times for a period longer than necessary to service or provide service or materials at the location where parked or standing.
 - (b) "Commercial Vehicles" shall be defined as any motor vehicle ordinarily used or designed for the delivery of goods, wares, merchandise, or material of any kind or for the transporting of people, supplies or tools in the conduct of any occupation, employment or business including all trucks and buses (school or charter) of any nature used as described herein.
 - (c) These regulations shall be effective after passage, publication and after signs have been erected at or reasonably near the corporate limits of the Town as provided in Section 349.13, WI Stats.
- (3) All Night Parking Prohibited. When signs have been erected at or reasonably near the corporate limits of the Town as provided in Section 349.13, WI Stats., no person shall park any motor vehicle on any street or road in the Town of Menasha between the hours of 2:00 a.m. and 5:00 a.m., except physicians and other emergency calls and vehicles, from November 1 of each year to April 1 of the following year. This section shall regulate both private and commercial vehicles when in effect and is in addition to the regulations of Section (2) above.

APPENDIX B

(3.5) Snow Emergency

- (a) It shall be the duty of the Town Administrator, or in their absence, the Town Chairperson or designated Supervisor, during the periods of snow emergency and immediately thereafter, to declare a state of public emergency and the duration thereof by public proclamation, which may be done through the mediums of radio, placards, newspapers, or other means of communication.
 - (b) An emergency snowstorm is one in which snow is falling in such a manner as to produce a congestion of traffic or impede the operation of emergency vehicles.
 - (c) Emergency vehicles shall include police squad cars, fire fighting apparatus, ambulances, rescue squad cars, Town-owned or hired snowplows, snow removal equipment and machinery.
 - (d) During a snow emergency, no person shall park or abandon any vehicle, load or unload any merchandise or freight truck or vehicle on any Town road, alley, street or lane, until such time as said snow emergency has been declared over.
- (4) In addition to the penalty set forth, any police officer may cause any vehicle parked in violation of this section to be moved to a public parking lot or garage, and the cost of moving and storage shall be paid by the owner or operator of said vehicle, and the law enforcement authority of the Town of Menasha shall hold said vehicle until all charges of moving and storage have been paid.
 - (5) Removal of Illegally Parked Vehicles. Any vehicle illegally parked under this section may be removed by a

police officer to a position permitted under these sections and WI Stats., but such moving shall not relieve the operator of liability for forfeiture for the offense.

- (6) No Parking shall be permitted at any time in a cul-de-sac, if appropriate "No Parking" signs are in place and visible in said cul-de-sac designating the area where parking is prohibited. Such "No Parking" signs may be ordered installed by Town of Menasha Board of Supervisor action, following mailed notification to affected property owners.
- (7) Nonmoving Violation and Registration Program Adopted (See Sec. 4.14(8))

APPENDIX C

15.065 DEPOSITING OF SNOW ON PUBLIC RIGHT-OF-WAYS

- (1) No person shall remove or caused to be removed any snow or ice from a premises owned or occupied by that person or from any residence, parking lot, parking area, filling station, business property or other property owned or occupied by said person by placing the said snow onto the traveled portion of any public right-of-way, including paths and walkways. Snow removed from public walks shall not be stored in any manner which shall obstruct or limit vehicular or pedestrian vision, movement or access.
- (2) No person shall deposit any snow or ice upon the traveled portion of any sidewalk, alley or road or street of the Town of Menasha contrary to the provisions of this chapter. It is hereby made to be a nuisance and the Town of Menasha Police Department shall be empowered to issue citations for this violation, the penalty for which shall be amounts set forth in Appendix B Fee Schedule, reference this code section. In addition to the penalties provided for the violation of this section, the Town of Menasha may summarily remove any snow or ice so deposited and cause the cost of said removal to be charged to the owner of the property from which the said snow or ice has been removed and upon failure to pay the same said may be charged as a special assessment upon the tax bill to the owner of the property from which the snow or ice removal was necessitated. *[Amended 11/28/05]*
- (3) Sidewalks to be Kept Clean
 - (a) The owner and occupant of any lot or parcel in the Town abutting upon a public sidewalk shall, within 24 hours after the cessation of any storm during which snow has fallen, remove or cause to be removed from the portion of such sidewalk abutting his property all snow and ice which accumulated thereon.
 - (b) If any such owner and occupant fails to remove or cause to be removed such accumulated snow and ice within the 24-hour period, the Town of Menasha Police Department shall give written notice to said owner to remedy the situation which shall be served personally or posted at the premise. Said notice shall specifically state that the period of time within which the action must be taken in 24 hours from the time of notice. *[Adopted 3/11/96]*
 - (c) If the owner and occupant refuses or neglects to follow the order of the Town, the Town may remedy the situation and shall report the full cost thereof to the Town Clerk who shall thereupon bill such cost against the property owner and, it not paid, shall charge the owner (plus interest at an amount set forth in Appendix B Fee Schedule, reference this code section, per month) by special assessment to the property. *[Amended 11/28/05]*
- (4) No person shall interfere with the accessibility to a fire hydrant by piling or dumping materials (including snow or ice) near it without first obtaining permission from the appropriate municipal authority. The material piled or dumped near the hydrant includes snow and ice removed from private property. Every day during which such interference continues, constitutes a separate offense.

15.067 MAILBOX DAMAGE

- (1) Mailboxes, driveway culverts, driveway surfaces (other than gravel), fences, trees or shrubbery, or any other item or object installed in the road right-of-way, even if installed with the required Town permits.
- (2) The Town assumes no responsibility for the replacement or repair of any such items where such loss, damage, or injury to such items is the result of Town operations including maintenance, snowplowing, construction or reconstruction of roadways or ditches, which work is being performed by the Town or the Town's contractor on the Town's road right-of-ways, road surfaces, road right-of-ways, and ditches.

PUBLIC SERVICE ANNOUNCEMENT

The Town of Menasha has declared a snow emergency, effective _____, 20_____.

It shall be the duty of the Town Administrator, or in his absence, the Town Chairman or designated Supervisor, during the periods of snow emergency and immediately thereafter, to declare a state of public emergency and the duration thereof by public proclamation, which may be done through the mediums of radio, placards, newspapers, or other means of communication.

An emergency snowstorm is one in which snow is falling in such a manner as to produce a congestion of traffic or impede the operation of emergency vehicles.

Emergency vehicles shall include police squad cars, fire fighting apparatus, ambulances, rescue squad cars, Town-owned or hired snowplows, snow removal equipment and machinery.

During a snow emergency, no person shall park or abandon any vehicle, load or unload any merchandise or freight truck or vehicle on any Town road, alley, street or lane, until such time as said snow emergency has been declared over.

This snow emergency will be in effect until further notice.