

City of Muscatine

Public Works Department

Snow and Ice Control Policy



The purpose of this policy is to define and outline snow and ice control objectives and procedures as established by the City of Muscatine. This policy supersedes all previously written documents or unwritten policies of the City of Muscatine regarding snow and ice control.

In General

The intent of establishing the City of Muscatine's Snow and Ice Control Policy is to provide a uniform understanding of the priorities and procedures used to combat snow and ice related road 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/ice accumulation and influence the methodology used to combat the resulting snow and/or ice related road conditions.

The Public Works Department endeavors 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 ice and snow.

Four classifications of streets have been established for the purpose of outlining priorities, service levels, and time frames. The following classifications are listed in priority order:

- Class 1. Chemical and abrasive and snow plowing routes, include snow ordinance routes, hospital access streets, school access routes and transit emergency bus routes.
- Class 2. Central Business District route, which includes the Central Business District not included in established snow plowing route districts.
- Class 3. Residential streets.
- Class 4. Alleys.

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Level of Service

Class 1

Streets within this classification are identified on chemical and abrasive and plowing route maps. Chemicals and/or abrasives should be applied to the surface of these streets upon determination by the Public Works Director or the Roadway Maintenance Supervisor that snow and/or ice exists throughout the city. Plowing should commence on these streets when the accumulation of snow on the roadway itself exceeds two inches. This roadway accumulation is generally independent of the total accumulation of snow due to climatological conditions, traffic considerations and the application of chemicals to melt the snow and ice. Streets in this classification should be plowed from curb to curb before plowing proceeds to streets in Class 3 and 4.

Class 2

Streets within this classification are identified on the Central Business District route map. Chemicals should be applied to the surface of these streets upon determination by the Public Works Director or the Roadway Maintenance Supervisor that snow and/or ice exists throughout the city. When the accumulated plowed snow reaches the point that vehicular parking areas are filled so that on-street parking is impractical, hauling the snow from the Central Business District area should be initiated.

Class 3

Streets within this classification are identified on the residential routes. Abrasives should be applied to hills, and difficult intersections, as identified on the residential routes and upon determination by the Public Works Director or Roadway Maintenance Supervisor that snow and/or ice exists throughout the city and following the application of chemicals and/or abrasives on those streets identified in Class 1 and 2. Plowing of these streets should not commence until the accumulation of snow on the roadway exceeds four inches. Certain streets in this classification (dead end, cul de sacs, etc.), due to their geometrics, may be plowed independently from other streets in the adjoining district with specialized equipment.

Class 4

Alleys throughout the city are identified on city land records. Snow removal in alleys will be lowest priority and should not commence until the completion of all snow removal operations in Class 1, 2, and 3.