

The recent December 2009 storm was of historic levels at 10"-12", the most accumulation in this area since 1993. It caused a number of unique problems. Because of this the Road Maintenance Committee (RMC) felt it was appropriate that we review the issues and make recommendations. Here are some of what we found and learned.

## GENERAL

- Historically a 2"-4" snowfall takes 24 hours to clear all roads, 2 lanes wide. This snowfall at 10"-12" obviously presented unique clearing problems taking almost 4 days of plowing and spreading grit to get back to a very basic level of traffic flow.
- The standard approach to clearing roads is to clear 1 and a half lanes of the red coded roads before moving to the yellow and blue coded roads. This approach is used to insure emergency capability for medical, fire, etc. so these type situations can be dealt with thru out the storm. Keeping red coded roads open allows plows, in the event of an emergency, to open any yellow or blue coded road quickly in advance of the emergency vehicle(s).
- We plan on putting a color coded map on the Kenmure website in the near future so all residents can see the coding of their road, but it breaks down in general as follows;

#1 priority – code red – includes primary roads in Kenmure – Tarnhill, Berry Creek, Kenmure, Bellshire, Greenleaf, Winding Meadows, Overlook, Chestnut, Red Maple, and Broadmoor.

#2 priority – code yellow – mainly secondary roads, many on the outer boundaries of Kenmure

#3 priority – code blue – cul-de-sacs

- It is the intent of the RMC that all roads are cleared 2 lanes wide before Fletcher, our road contractor, is released from their road clearing work.
- Providing adequate access to mail boxes and drive ways is the owner's responsibility. To have our road crews complete is cost prohibitive with the 600+ homes in Kenmure.
- As reference to the cost of clearing the roads from the recent December storm, to date we have spent \$54,325. As a reference, a 2"-4" storm normally costs \$15,000- 20,000. Our 2009 and 2010 budget is \$25,000.

## ISSUES AND ACTION PLANS

There were four main categories of complaints and problems during the recent storm.

The length of the time there were only single lanes on many roads.

Issues:

- Mistakes were made in keeping track of what roads needed priority clearing and what roads had been complete.
- The amount and length of the snowstorm over whelmed the ability to keep up. The need to keep open the red colored roads delayed moving to the yellow and blue roads as quickly as normal or desired.

Action plan;

- Quicker on-site supervision and coordination by Fletcher.
- Fletcher normally brings 2 plow/spreader trucks and one pick up plow to Kenmure and leaves one truck in the fleet "as back up for break downs". We have asked him to bring in 3 plow/spreader trucks and a pick up in the future.
- Place color-coded priority road maps in each snow removal truck. During the road clearing, frequent consolidation and communication by the truck drivers of the individual road clearing statuses, coordinated by the Fletcher supervisor.

Getting Cul-de-Sac's cleared

Issues:

- With the agreed upon ranking of roads, cul-de-sac's are the lowest priority. Again, with the emergency capability requirement, priority remains with the red roads. The amount of the December snowfall made this lower priority cul-de-sac ranking become very noticeable for the people living on these drives.
- Cul-de-sacs by nature of their design have very limited areas to push and dispose of snow. With large snowfalls this is especially an issue.

Action plan;

- Improved communication and coordination during the snowfall between truck drivers and supervision as to areas still in need of clearing will help improve this. As will one additional plow/spreader truck. But there is no special action that we can take to completely solve this problem in the event of a December type magnitude snowfall.
- Fletcher is aware and will remain sensitive to several cul-de-sacs' that have had reoccurring snow pile issues, but again lack of space to pile snow will remain a problem.

Clearing snow around mailboxes and driveway entrances

Issues:

- There were several complaints and inquiries about plowed snow blocking access to mail boxes and driveways.

Action plan:

As noted it is present policy for mailbox and driveway access to be the responsibility of the homeowner. With priority to getting roads open, plowing is done with as much speed as safety and conditions allow. To plow closer to mailboxes slows trucks down considerably and increases the potential for mailbox damage.

And with 10"-12" of snow the problems are greatly magnified. Especially with access to mail boxes. Even meeting our 2 lanes of the road being open commitment (road edge to read edge) will leave many mail boxes not easily accessible because of the piled snow and distances of the mail box from the road edge.

But because of inputs from the community, the past precedent of not having plow trucks try and clear mailboxes was discussed again. The conclusion was that this policy is appropriate. To commit to clearing access to all Kenmure residents' mailboxes would be extremely time consuming and cost prohibitive.

#### Black ice formation

##### Issues:

- For the December storm, pretreatment started 4-5 hours before the expected time of the storm. The precipitation then started much earlier than expected and the snow accumulated very fast and rendered all pretreatment ineffective very quickly. Then the next day after roads were cleared, black ice formed again.

##### Action plan:

- We must error on the safe side and start pretreating much more early with a forecast of heavy precipitation. However, it must be recognized that heavy snow fall quickly can overwhelm our ability to keep roads clear.
- Provide better supervision thru Fletcher and guidance and input from the RMC and security guards as to the formation of black ice development after roads have been initially cleared.

That is a brief summary of our follow up and review of the December snowfall. There are obviously opportunities for improvement but also inherent limitations as to our capability to respond to this level snow event without spending additional unrealistic amounts of monies.

Feel free to provide comment to the one of us.

Van Bell – Snowman

Peter Grant – Road Maintenance Committee Chairman