



CITY OF JENKS

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Snow and Ice Storm Policy and Procedures

Overview

The City of Jenks will make every reasonable effort to keep streets passable and free of snow and ice, during and after, any winter weather event. These efforts will include using City personnel to operate truck mounted plows and sand spreaders and other necessary equipment, and to hire private contractors, as needed, to maintain safe streets for our citizens and visitors. City personnel are on call and subject to call out 24 hours a day for such emergencies. It will be the decision of the City Manager, Public Works Director, Public Works Field Supervisor, or their designee as to when City crews will begin snow and ice removal procedures.

Pre-treatment

As a winter storm approaches and during the early stages of freezing precipitation, crews will apply a low-corrosive chemical agent to the main arterial streets and the most severe hills to initiate the melting process of snow and ice. This chemical is designed to melt the snow and ice as it begins to fall and accumulate on the street surface. The residual effects of the chemical will continue to cause melting of snow and ice as precipitation continues to fall and even after the precipitation had ended.

Plowing

Truck mounted plows will be used as the snow and ice turns to slush. Plowing will continue until most of the snow and ice is removed from the roadways. If conditions are so bad that melting is not occurring and packed snow or ice builds up on the street surface, these plows typically are ineffective. Under these circumstances, contractors with road graders or other appropriate equipment will be hired to plow the streets.

Sanding

Truck mounted sand spreaders will be used in areas not pretreated after the precipitation begins to accumulate on the street surface. Sanding will provide traction so that vehicles will be able to more safely negotiate secondary roadways and areas not pre-treated.

Contracted assistance

Under circumstances where City plows and sanders are ineffective, or additional assistance is required, the City will contact private contractors to assist with snow and ice removal.

Routes and Priority Levels

All snow and ice routes listed in this section are to be addressed in order of priority. Priority 1 will be completed to a satisfactory condition where most drivers should be capable of driving on the roadway in a safe manner. This does not mean that all snow or ice will necessarily be removed, but that the roadways will be plowed and sanded to allow cautious drivers to be able to negotiate the streets. As each priority level is satisfactorily completed, the next priority list will be added to the previous one. This means that as soon as the streets on Priority 1 list are

satisfactorily addressed, crews will add Priority 2 list to the first one. After the streets on Priority 1 and 2 are satisfactorily addressed, Priority 3 will be added to the list and so on until all prioritized streets within the City have been addressed.

There may be times when a plow or sander is pulled off of the planned priority routes to address specific public safety emergency response situations, such as life and property saving calls to ambulance, police or fire departments. In these situations, Dispatch will call the Public Works supervisor on duty and the supervisor will dispatch a plow or sander to the location where needed. Following this emergency response the driver will resume their assignment on the priority list.

Priority 4 is basically the school's snow/ice bus routes and will be addressed when school is in session at the beginning of a winter weather event or when it has been announced to the public that the school will be running its designated snow/ice routes. If the school has announced that school will not be in session due to bad weather, Priority 4 will be the lowest level on the list

Residential areas and subdivisions which are not on any priority list will be done following the completion of Priority 3 or 4, depending on whether the schools will be in session that day. The level of work in these areas will depend upon road design conditions and accessibility to the streets by equipment.

Priority 1

The highest priority, and first streets to be plowed and/or sanded, will be the heaviest traveled major arterial streets connecting to the Creek Turnpike, US 75 (Okmulgee Beeline), the Main Street bridge, and leading to the Grace Living Center (for emergency response access). These streets include:

- Main Street from the Riverside Drive to US 75, including the intersection at Elwood and the levee south of Main St.
- "A" St. from 9th to 5th St.
- Elm Street from Birch St. (Jenks Public Schools bus facility) to 141st Street, including intersections at 91st, 111th, 121st, and 131st
- Fifth Street from Main St. to Grace Living Center (frequently used as a first responder/EMSA route)

Priority 2

The next streets to be plowed and/or sanded will be the secondary major north-south and east-west arterials and access to the Kimberly-Clark facility. These streets include:

- 91st Street/ "K" Place from Elm to Elwood
- Elwood Avenue from 91st St. to 121st St.
- W. 106th St. and S. Elgin
- 111th St. from 3rd St to 33rd West. Ave.
- 33rd West Ave. from 111th to north of the Creek Turnpike overpass
- 121st St. from US 75 to Florence, then south and east to Harvard, then south on Harvard to 141st St.
- 131st St. from Elm/Peoria to east of Yale Pl.
- Yale Place from 131st St. to the city limits at 141st St.

Priority 3

This list is primary access to public school campuses, PSO Riverside Station, the Oklahoma Aquarium and steep hills. These streets include:

- W. 91st St. from Elwood to Union Ave.
- Adams/Nogales from 91st St. to W. Main St.
- "K" Place from 5th to Elm St.
- Birch from "K" Place to "B" St.
- "F" St. from Birch to 5th
- "B" St. from Elm to 9th
- Aquarium Drive from 9th to Elm St.
- 116th St. from Elm to PSO plant
- Skyline Drive from 121st St. to 12th St.
- S. 16th St. to S. 13th Place to S. 14th Ave. from 121st St to 131st St.

Priority 4

This list is the completion of the snow/ice routes as provided by Jenks and Bixby Public Schools. Some of this list will be addressed even when school is not in session because of the terrain. Decisions on which of these streets will be addressed will be made by management based on road conditions.