

Spring Creek Association

Snow Removal Policy

Winter is rapidly approaching and with it will come snow. We get hundreds of calls when it snows. We hope the following snow removal policy will provide you with information on how we accomplish snow removal in an effort to curtail some of those calls.

1. We generally do not plow the roads until there is an accumulation of 2 or more inches of snow. Anything less than 2 inches may or may not require sanding depending on the conditions.
2. We normally sand intersections, steep roads and the parkways. If conditions warrant it and we have the supply, we will sand all roads as time permits; however, there are times when sanding isn't indicated.
3. When plowing is required, the first priority is the major arterials such as parkways followed by bus routes. Only after these are finished can we begin plowing secondary roads. When it is still snowing or the wind is causing drifting, our priorities remain on the parkways and bus routes.
4. We do not plow to the pavement on chip sealed roads. Chip seal is very thin and not as durable as asphalt and it would tear up chip sealed roads. We plow as much as the conditions will allow. We frequently encounter enough accumulation that the plows can't get to the pavement even on the parkways.
5. Because each storm is different, we evaluate all four tracts to determine where resources are needed most. Trucks are generally assigned to each tract, but we may have more than one piece of equipment in the worst areas.
6. During heavy storms, particularly if conditions are bad and resources and time are limited, we will not take the time to clear everything, especially cul-de-sacs. We focus on getting all roads passable and, when time permits, we go back through all the roads to widen them, clean out cul-de-sacs and clear intersections. The "first pass" is generally completed within two days for an average storm. Going back through to widen roads, clean cul-de-sacs and intersections can take anywhere from a week to three weeks depending on the number of storms and the accumulation of snow.
7. During blizzards and periods of high winds and drifting snow, we may suspend snow removal if conditions indicate that snow removal is futile, wasting operator time and equipment resources.
8. The temperature during and after storms dictates what we can get done. Freezing temperatures limit the amount of snow removal that we can do. When snow turns to ice, it is very difficult to remove. Even sanding can be a waste of time if the temperatures are too cold since the sand will just blow off when a car goes over it.
9. The plows will not clean private driveways. Driveway entrances will get blocked with snow when the plows come by, and it is not feasible for the plows to clear driveways.
10. Storms rarely occur during normal work hours. Most of the time, we must work around the clock which means two employees working nights to keep the parkways open and the rest of the crew working days. Each work 12 hour shifts initially and they work every day until we have things under control. When the situation calls for it, other personnel qualified to assist are called in to help and if necessary and funding is available contractors are called in.

11. When we have to call in other resources, they may not be familiar with our roads or the way we do things. There is no time to train so they may not do things quite the way we do or they may miss a road.

Our Resources

The SCA has five men in the road department and four trucks with plows. We also have two graders that can be used for snow removal. Spring Creek encompasses 25 square miles with 150 miles of road which equates to 300 miles to make one pass on each side. We also have the roads to our amenities, parking lots, schools, mailboxes, etc. In a perfect world, this is over 60 miles of road to plow for each of the crew. Add to that the time it takes to reload with salt and sand, time to fuel their trucks and travel to the area they are assigned and you can understand why it takes time to get the roads cleared.

When it snows, the road crews work 12 hour shifts split between nights and days. They frequently get called in after they have already put in a days work. When conditions warrant, they work right through weekends and holidays to keep the roads clear and open. It is not at all uncommon for the crew to work two weeks without a day off, many of the days are 12 hour days.

Equipment breakdowns may prevent us from using a full crew at all times. Snow storms frequently require payment of overtime and expenditures for outside resources. The SCA devotes as much funding as it can to maintain the roads, but a bad winter can quickly deplete funds. It is necessary to balance what we spend on snow removal with how much it will impact the budget. If a storm isn't too severe, we may not authorize overtime and wait to plow or sand until normal working hours. Also, once the initial "first pass" has been accomplished, we will normally stop overtime and contractors and complete the effort during normal hours with existing staff.

What you can do during periods of snow

1. If possible, do not travel on the roads during a storm. Wait until the roads have been cleared.
2. When you have to travel on snow-covered roads, drive slowly and use caution.
3. Do not attempt to drive through deep snow drifts.
4. If you have the choice, use four wheel drive vehicles rather than two-wheel drives.
5. If you do get stuck, get your vehicle removed as soon as possible.
6. Do not park on the roads. This prevents the plows from getting the roads cleared.
7. If a storm is severe enough for school to be closed, please keep children out of and away from the roads.
8. **Do not push snow from your driveway into the roads or across the road. When snow is pushed onto the road and across the road but remains in the path of a snow plow, it can injure drivers and severely damage plows. It is a major jolt when trucks hit a frozen pile of snow.**
9. Be patient. The Association will clear roads in an orderly fashion.