

Snow Event Policy and Procedures

Phase 1: Snow and Ice Treatment

As soon as snow begins to lay or ice begins to form on the streets, creating hazardous driving conditions, the City of Poughkeepsie will:

1. Place Snow Team Assignments into effect and
2. Begin treating the roadways as necessary, in accordance to the route schedule.
3. Begin treating city parking lots and city buildings

During Phase 1:

- Use caution
- Drive only when necessary with snow tires or chains (recommended)
- Keep sidewalks clear of snow and ice

Phase 2: Plowing

When it becomes necessary to plow snow:

1. Phase 2 will be placed into effect and;
2. The Public Works Department will plow roadways when necessary in accordance to the route schedule

Phase 3 : Snow Removal

When it becomes necessary to remove snow and the Mayor issues a state of emergency pursuant to Section 13-2, Phase 3 removals will commence.

1. Phase 3 Removals of snow will be initiated
2. City Police close parking lots and prohibit parking on all city streets where snow is to be removed

During Snow Event Phases 2 & 3:

- Use caution
- Drive only when necessary with snow tires or chains (required)
- Keep sidewalks clear of snow and ice
- Do not park along designated snow emergency routes

Operating Motor Vehicles During Snow Emergencies

When Snow Event Phases 2 & 3: are in effect, it shall be unlawful for any person to:

1. Operate a motor vehicle which is not equipped with effective tire chains or snow treads on any of the streets or alleys within the city
2. Park or abandon a vehicle on any snow emergency route
3. Obstruct or impede traffic on any snow emergency route when such vehicle is not equipped with effective snow tires or chains

The City of Poughkeepsie Police Department shall authorize immediate removal and storage, at the owners expense, of any vehicle that is parked, stalled or abandoned on any snow emergency route (City Ordinance, Section 13-6). The designated snow emergency routes appear in Section 13-214 of the City Code.

Removing Snow and Ice from Sidewalks

Property owners and occupants are responsible for clearing sidewalks and any fire hydrants in front of their property of snow and ice, within 12 hours after the snow event or sleet has ceased to fall (City Ordinance, Section 15-11).

TIP: Preventing Ice

Use ice melt on your driveway entrance and sidewalks early and often to prevent snow packing down and forming into ice. An ice melter with Calcium Chloride or Potassium Chloride is better for the environment and only requires a small amount to melt ice. Please avoid rock salt or Sodium Chloride which can kill plants and trees.

Clearing Your Driveway

As applying chemicals and plowing are difficult operations to perform, residents are asked to park in their driveways when snow is anticipated rather than on the street, where possible. This will allow operations to be performed in a more safe and time-effective manner. Please keep in mind that it is nearly impossible to keep snow from being deposited at your driveway entrance during plowing, as the plow can not be lifted or stopped at each driveway.

Residents are asked to try to wait until plow equipment has come through before clearing your driveway. But if you have already shoveled or plowed your driveway before the street is plowed, clear an area to the left of the driveway entrance (standing in the driveway facing the street). When your street is plowed, the snow from the plow can be unloaded in this area instead of your driveway entrance. This helpful tip may minimize the amount of snow left in front of your driveway.

When you or your property maintenance firm is shoveling or plowing snow from your driveway, please do not dump snow into the street. This only slows the plowing operation and if dumped snow left in the street freezes, it can create a hazardous situation.

Applying Chemicals and Plowing

There are two aspects to a snow operation:

1. Applying chemicals and
2. Plowing

When roads start to freeze from falling precipitation, chemicals will begin being applied to priority roads and continue until all roads are complete or until it is no longer effective to apply chemicals, due to the depth of the snow. The more traffic on the roads, the more effective the chemicals. As a result, sometimes residential streets with small amounts of traffic may appear as not to have been treated.

Please keep in mind that as the temperature drops, the chemicals become less effective. Once the temperature drops below 20 degrees Fahrenheit, chemicals become ineffective. If a snowfall accumulates and plowing is required, applying chemicals operations cease. When the snow stops and the final plowing has been accomplished on all roads, chemicals are again spread on all the roads. All roads are monitored for icy spots and chemicals are re-applied where dangerous.

Why Some Roads are Cleared Before Others

As snow begins to accumulate, the City of Poughkeepsie concentrates on certain roads called Snow Emergency Routes. These roads are focused on first because of their significance (i.e. hospital and evacuation routes). As the snow keeps falling, the City's first priority is to keep the main roads open and passable. As soon as all major streets within the city are clear, equipment is immediately moved into residential areas.

The City of Poughkeepsie requests that residents please be patient during snow operations. Snow removal is a difficult and time consuming task. Please try to limit road travel during and immediately following a snowfall unless absolutely necessary. The less traffic on the roads during snow clearing operations, the more effective the job can be performed.

THE CITY OF POUGHKEEPSIE NEW YORK

RICHARD L. DU PILKA, P.E.
Commissioner of Public Works



Phone: 845-451-4111
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SNOW AND ICE REMOVAL POLICY RE: SIDEWALKS

BACKGROUND

Ordinance 15-11 requires property owners to clear snow and ice from the whole of the sidewalk in front of their property free and clear of snow and ice and in such a manner as to enable persons to walk thereon with safety. It also requires that snow and ice is cleared from the entire sidewalk within 12 hours after the end of a storm. Additionally, it prohibits anyone from placing, throwing or depositing snow and ice in street, road or highway with one exception. If paved portion of the sidewalk extends to the curb one can within the 12 hour time period to clear the sidewalk can place this snow may be put in the road (ADA curb cuts is an example). Violation of 15-11 counts towards the new graduated penalty factor that was passed by the Council in 2006 and has an increasing fine structure of its own 1st = \$25, 2nd = \$100, 3rd = \$250 and \$500 for each additional violation.

There are two enforcement methods available to the city – one is the issuance of a ticket by the Police Department or the Sanitation Inspector and second which is used by DPW is the issuance of a Sanitation Violation. After the storm has been over for 12 hours the Inspector drives around the City with emphasis on complaints called in and notes violations. The office prepares a violation notice and the standard 3-part notification occurs – notice is placed on property, one is mailed and one is mailed return receipt. The Sanitation Department Violation Team picks up the notices and proceeds to abate the violation. Of course, the mail has yet to reach the property owner by time abatement should occur.

There are 8,330 parcels in the City (noted not all have sidewalks.)

CITY PROPERTY

Parking Lots

The parking snow teams are responsible for clearing snow and ice from commercial and residential City parking lots as well as the sidewalks abutting the lots. There are two snow teams operating in shifts.

City Facilities

The Building and Grounds division of DPW is responsible for clearing sidewalks, walkways and parking lots in and around City Hall, the Public Safety Building, and the three Fire Stations.

City Owned Property

DPW's Sanitation division is responsible for clearing sidewalks abutting these properties. Most do not have abutting sidewalks.

City Tax Deeded Properties

DPS's Sanitation division is responsible for clearing sidewalks abutting these properties. Most do not have abutting sidewalks.

City Parks

The sidewalks and parking lots abutting City parks are the responsibility of the Parks Department.

Arterials

The sidewalks abutting the arterials that also abut City-owned properties are the responsibility of the City Parks Department.

Bus Shelters

Parking snow team clears the 24 shelters as quickly as possible.

ALL OTHER PROPERTIES

Sidewalks that abut private property shall be maintained by the land owner in accordance with City of Poughkeepsie Ordinance 15-11.

**CITY OF POUGHKEEPSIE
DEPARTMENT OF PUBLIC WORKS**



**CITY STREETS
SNOW AND ICE MAINTENANCE PLAN**

I. Introduction

II. Monitoring and Notification

III. Reporting Requirements

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V. Snow/Ice Team Staffing

VI. Snow/Ice Maintenance Methods

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VIII. Salting

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STREET SNOW AND ICE MAINTENANCE PLAN

I. Introduction.

1. The responsibility for providing snow and ice control for the city rests entirely with the Department of Public Works (DPW).

2. Snow and ice control is considered emergency work in that pavement must be cleared any time of the day or night for the motoring public. The planning process is made considerable more difficult due to the variable conditions encountered during each storm. Such things as the rate and accumulation of snowfall, moisture content, temperature, time of day or night, wind direction and velocity and duration are all factors that interact to create a unique aspect for each storm with the result that no two storms are ever identical.

3. The goal of this snow and ice control plan is to provide the highest level of service possible within the constraints of available resources and environmental responsibility.

4. The plan gives an overall summary of how our snow operations are designed. The Department of Public Works reserves the right to change or modify depending on weather conditions and resources available.

II. Monitoring the Storm and Notification.

1. During work hours, street conditions are observed and reported to DPW Dispatcher Office by City Bus drivers and police patrols.

2. Weather reports are also monitored by public works personnel when inclement weather is approaching. The use of radios, TV, and national Weather Service are used in conjunction with on the street observations to determine the timing for implementing the Snow/Ice Maintenance Plan and the notification timing for sending out the City plows and salters.

3. After work hours, weather reports will be monitored by the Commissioner of Public Works or his designated snow storm watch person. The Commissioner or his designated snow watch person will call in the Leader of the scheduled snow team at the appropriate time. The Street Snow Team leader will call back their personnel and other snow fighting teams as requested.

4. Street Snow Team Leaders are also responsible for calling in the scheduled central garage support personnel.

5. After work hours, it is imperative that the street snow team notification provide sufficient time for the crew to report back to work, load the salters, and begin anti-icing operations before the storm hit's the city.

6. On rare occasions, the police may call in a snow crew, but the police normally receive word about a few bad streets (thaw/freeze spots) that can be handled by the Streets call-back listing.

III. Required Reports.

1. All vehicles, salters, plows, and loaders must be safety inspected (pre-trip report) by the team employees before leaving the DPW yard. All defects are to be reported to the Street Snow Team leader and the Central Garage if necessary.

2. A Storm Record is begun by the Snow Team Supervisor and maintained throughout the shift.

IV. Scope of work.

1. The City of Poughkeepsie has 74 center lane miles of streets including the 44/55 Arterials. For snow fighting, the city is divided into seven heavy plow sections. Each section has approximately 10-11 center lane miles. An eighth section, a small plow section is responsible for several service drives in the upper South side of the city and responds to assistance calls from the larger snow plows. Both team leader vehicles are equipped with small plows and will be used to assist with plowing and/or block traffic on the street for the larger plows.

2. Each one of the seven snow fighting sections has a pre-established priority listing of streets to salt and plow. Priorities are established by the following street designations:

Snow Emergency Routes (heavily traveled streets and Hospital access roads)
Arterials (Routes 44 and 55)
Steep graded hills and sharp curves
Residential streets
Cul-de-Sacs and dead-ends
Service drives

3. When a City snow emergency is declared, more time will be given to the designated emergency snow routes because the police will be removing parked cars from these streets in order for the snow trucks to have the ability to plow the emergency designated streets; curb-to-curb during and after the storm.

4. Street Snow Team leaders receiving requests for immediate assistance from Police, Fire, and/or Ambulance service during a storm will divert snow crews to provide necessary assistance such as to open a street, driveway, and/or parking lot for the other emergency crews.

V. Snow/Ice Team Staffing.

1. Depending upon available personnel and equipment, three 8 hour shifts will be implemented for weekends and holidays for snow/ice events. Shifts will be rotated. A back-to-back shift for each team on week-ends is necessary to make the proper team rotations.

2. A fully staffed Streets Snow Fighting Team consists of twelve personnel:

Snow Team Leader (shift supervisor)

Loader Operator

Seven Plow drivers (CDLs required)

One small plow operator

Two garage mechanics

VI. Snow/Ice Fighting Methods.

1. Primary snow fighting methods used by the city include anti-icing, de-icing, and plowing. Anti-icing refers to the application of chemical freezing-point depressants just before and during the early stages of a storm to inhibit snow/ice from bonding to the pavement. De-icing refers to the application of chemicals after a bond has already occurred; not the preferred approach.

2. Anti-icing is a more proactive approach which results in achieving bare pavement sooner, requires fewer chemicals, and reduces equipment wear-and-tear. It is the preferred method of snow fighting for the department.

3. City plow vehicles are equipped with saddle tanks to pre-wet the salt as it comes out of the spreader. The pre-wetting liquid chemical of choice for the city is Magnesium Chloride because it helps the salt to be effective at temperatures down to 15 degrees. It also has corrosion inhibitors, which makes it ideal for spreading on city bridges.

4. Pre-wetting the salt often saves money by reducing the amount of salt that bounces off the roadway by up to 50%.

VII. Four Stages of Snow Maintenance Operations.

1. Snow storms can range from flurries to blizzard conditions. The precipitation falling to the ground can range from freezing rain, to sleet, to snow and back to freezing rain again.

2. For the majority of storms with over three inches on snow/sleet, the DPW snow plows will fight the winter storm in four stages or phases:

Phases

1. Salting
2. Plowing
3. Push-back
4. Removal

VIII. Salting

1. Air and ground temperatures, moisture, storm duration, timing of the storm, and weather after the storm play a major role on the amount of salt used. Dry fluffy snow at temperatures below 20 degrees may require little use of salt. On the other hand, wet heavy snow at a much lighter accumulation or the formation of ice account for heavier salt use. In addition, a storm in March with a high sun will aid greatly the melting, whereas the same storm in January will increase our salt use.

2. The plan is designed to salt treat the most traveled streets first in accordance with the pre-established priorities listed in section IV.

3. For lightly traveled streets, plow trucks will apply a salt spread, about 4 - 6 feet wide, of pre-wet salt to the center of the street on its crown. The material will work more quickly and will have more potency.

4. Because salt brine runs downhill, plow trucks will spread salt on the high side of the pavement whenever possible, especially on elevated curves.

5. During the snow storm with snow covered streets, plow trucks will increase spinner speed to spread the salt pattern to the at least 10 feet.

6. The speed of the plow truck is important, for instance, if salt is spread down the crown of the street at 15 mph, the salt stays right where it was placed on the crown of the road. But when the vehicle accelerates to 20 mph, approximately 33% of the material is lost because it lands on the curb or grass area. At 25 mph, material loss is as high as 66%, as the material pattern is so wide that the traffic crushes up the salt and blows it off the roadway.

7. After considering 3 trips back to the DPW yard to refill the salt spreader and other delays, the initial application of salt for each section should in place within 2-2 ½ hours.

8. The use of sand as a winter snow fighting tool has been eliminated because of its many inherent drawbacks. Sand causes significant air and water quality problems, must be swept up repeatedly throughout a winter at great cost and is actually a liability on the road surface after the snow is gone.

IX. Plowing

1. Plowing starts after 3" of accumulated snow is on the street or when the slush begins to stiffen and kicks to the rear from vehicle tires. It is also time to spread more salt. The Snow Team Leader gives the order to drop plows.

2. Within each snow section, as with salting, certain streets are designated as primary streets to be plowed opened first. During this stage of the storm, "plow trucks" will first "open up" the emergency routes, 44/55 Arterials as necessary, the hills and sharp curves in their section, and then the secondary residential streets, cul-de-sacs, and service drives last. A minimum of two passes will be made so that the street is open to traffic (approximately 20 feet of pavement). Streets with parking on both sides and narrow streets with parking may only need one pass. This plowing pattern must be repeated as many times as necessary for severe storms.

3. With a maximum plowing speed of 15 mph and after considering 2 trips back to the yard to refill the salt spreader and other delays, plowing an entire section to open all of the drive lanes in 4-4 1/2 hours is a benchmark for all snow plow trucks.

4. Plow trucks will plow snow away from parked vehicles. Trucks will straight blade the plow when vehicles are parked on both sides of the street.

5. When in cul-de-sacs or dead ends, plow operators are to plow the snow out towards the street unless a cul-de-sac has an appropriate area to deposit the plowed snow.

6. Whenever possible, the plow trucks will turn there plow away from driveway aprons to reduce the deposit of snow ending up in the driveways. However, it is impossible to eliminate snow entirely from entering a driveway, especially if the snow has turned to slush and/or there is a lot of snow on the street.

7. When snow falls an inch an hour or greater, all snow plows will have anywhere from 4-5 inches of snow in the drive lanes before the plow truck can cycle around again. After blizzard conditions, opening the drive lanes on emergency routes and the hills in the city are paramount before the residential streets are opened.

X. Push-Back

1. After all of the streets are "opened up" and the storm begins to subside, the plow trucks in each snow section will begin to "push back" the accumulated snow to the gutter line to gain maximum width of road surface and ensure adequate drainage. Street push-back will follow the same pre-designated priorities, most traveled streets first.

2. Although the winter storm has ended, “push back” plowing can be just as complicated and difficult as plowing the streets during the apex of the storm. This stage presents the greatest opportunity for generating snow complaints; even days after the storm.

3. An early “push back” before the public begins to dig out reduces conflicts.

4. DPW plow operators aren’t the only ones pushing snow on the streets. City plow trucks must contend with residents and business owners that are opening up their driveways, sidewalks, and parking lots. DPW plow trucks are to report to the Street Snow Team leader where they have observed private plow operators pushing snow back into the street; which is illegal and may cause the city plow trucks to have to redo a street after it was plowed and cleared earlier.

5. Plow truck speed for “push back” must be reduced because the plow operator is rubbing the edge of the plow against the curb and being that close to the curb, the truck operator also must be alert for overhanging tree limbs. On many streets, push-back plowing will take longer to complete due to our concern for cleared sidewalks and driveways, a wide variety of parking regulations, illegally parked vehicles, and having to go back to tuck-in snow around the intersections, courts, and cul-de-sacs.

6. In this stage, street parking regulations will dictate the amount of push-back that will occur each day. Push back for some streets in the city won’t occur until several days after the storm due to parking regulations. Pushing back snow and plugging driveways again several days after a snow storm will naturally generate many complaints. However, this work is vital on narrow streets because melting snow needs to get to the storm water basins. If widening out is not done as soon as parking regulation allow, the old snow in the parking spaces may freeze and become impossible to move at a later time.

XI. Snow Removal

1. Snow removal entails hauling snow from the central business district and from cul-de-sacs and narrow streets as may be deemed necessary. Both snow fighting teams must be capable of working with front-end loaders, snow blowers, and contractors to haul snow away from city streets.

2. The renting of several dump trucks may be required after each major snow event. After the Public Works Commissioner approves the street locations, rental, and overtime, Snow Team leaders will make all necessary arrangements for the snow removal event.

3. Adequate snow storage sites must be identified prior to the first storm. Snow is not to be dumped into the Hudson River.

XII. Benchmarks and Levels of Service.

CALL-BACK: *The timing of the Snow team call-back results in the entire snow team being clocked in, drivers briefed, salters loaded, and drivers traveling to their snow sections before the snow starts to accumulate.*

RECORD KEEPING: *Although the snow storm can easily take precedence, an hourly snow record of the storm is documented and on file for each event.*

SALTING: (Goal) *The initial spread of salt for each snow section is done within 2.5 hours.*

PLOWING (Goal): *The plow cycle to open all drive lanes in a snow section is done within 4.5 hours.*

BARE PAVEMENT (Goal): *All City streets should have bare pavement on the drive lanes within 7 hours after the storm.*

Section – 1

Top Priorities

. **Emergency Snow Routes/Main Drag/Hills**

- **North Clinton st** from Mansion st to Main st.
 - . With hill from Oakley to Parker Avenue.
- **Mansion st** from Corlies to North Clinton st
 - . With hill from Lawrence to Corlies Ave.
- **Parker Ave** from North Hamilton to City Line.
 - . With hill at upper end of Parker Ave.
- **Smith st** from Main st to City Line.
- **Main st** from South hamilton to Grand Ave.
- **Innis Ave**
 - . With hill at Arterial end.

. **Other Must Do Hills**

- Howard st
- Roosevelt from King to West bound
- King st from Innis to Radcliff
- Cottage st from N.Clinton to N.Hamilton
- Lawrence Rd from Fitchett to Arnold
- Milton st
- Bartlet st and Dubois Ave
- Oakley st , both ends
- Blvd Knoll off Main st
- Creek Road

Sensitive Streets

. **Problem Area**

- Sunnyside and Foster st – missed a lot ,Chronic ice
- Reservoir st –forgotten , parked cars
- Grant st –Parked cars and dead end
- Muldowney Circle –missed a lot
- Flannery Ave – missed a lot
- Kelsey Road and Morton st –missed a lot
- College Hill Park Road –have open for Fire Dept
-

. **Complaints –Sensitive**

- Fallkill –nearest DPW , yet last done.

. **Parking Change Rules**

Section – 2

1.) Emergency Snow Route -

- A.) Civic Center Plaza from Mansion st to Main st.
- B.) Washington st from Main st to City Line.
- C.) North Hamilton st from Parker Avenue to Main st.
- D.) North Clover st from Mill st to Main st.
- E.) Main st from Market st to the river.
- F.) Parker Avenue from North Hamilton to Washington st.

2.) Problem Area-

- A.) Davies Ct – Cars double parked
- B.) Spruce st –Dead end
- C.) Beekman st – Car park in the way.
- D.) Talmadge st off Duane st –

3.)Monday Change over-

4.)Hills –

- A.) From the river up to Washington st.

5.)Hospital Area –

- A.) Clark st from Washington st to Henderson st.
- B.) Poplar st from Henderson st to Clark st.

Section – 3

- 1.) **Thursday Change over** – Dean Pl and Carroll st.

- 2.) **Hospital Area - (Emergency Snow Route)**
 - A.) Jefferson to Lincoln Ave.

 - B.) Lincoln Avenue to from Montgomery st to Livingston st.

 - C.) Reade Pl from South Avenue to Young St.

 - D.) South Avenue from Montgomery st to North - South Arterial Highway.

 - E.) South Clover street from Main st to Union st.

 - F.) Columbia Street from North and South arterial Highway to Lincoln Avenue.

 - G.) Academy St from Main st to North – South Arterial Highway.

 - H.) Montgomery st from Lincoln Avenue to Academy st.

 - I.) Market St from Main st to Montgomery St.

 - J.) Main st from the river to Academy st.

- 3.) **Hills –**
 - A.) Livingston
 - B.) Franklin
 - C.) Academy
 - D.) Pine st and Pine , Spur
 - E.) Union st
 - F.) South Avenue from Livingston to Academy st.
 - G.) Fox st.

- 4.) **Problem Area –**
 - A.) Oak st And Linwood Ave
 - B.) Grand st.
 - C.) Delano st

Section – 4

1.) **Estelle Rd** – North side of street has low curbs.
Try stay away from curb or you will end up plow
Sidewalk and topsoil up.

2.) **Emergency Snow Route** –

A.) **Beechwood Avenue from Ferris to City Line.**

B.) **Ferris Lane from Hooker Avenue to Beechwood.**

C.) **South Hamilton st from Main st to Livingston st.**

D.) **Hooker Avenue from Academy st to Ferris Lane.**

3.) **Hills** –

A.) **Loockerman**

B.) **West winding**

C.) **Seaman Rd**

D.) **Bancroft RD**

E.) **Marian Avenue**

F.) **Rosalind RD**

G.) **Cannon st Hill**

4.) **Cut Through Streets** are –

A.) **Loockerman from South Hamilton st to Yate Boulevard to
Ferris Lane.**

Section – 5

- 1.) **Woodland Ave – Do not plow going in Opposite lane in wrong direction .**

- 2.) **Emergency Snow Route –**
 - A.) **Ferris Lane from Hooker Avenue to Beechwood Avenue.**
 - B.) **Hooker Avenue from Ferris lane to South Grand.**

- 3.) **Cut Through streets are –**
 - A.) **Ferris Lane to Thornwood Avenue to Monell Avenue.**
 - C.) **Alden Rd to Linden Rd to Wilmot Terr to South Grand.**

Section – 6

- 1.) Greenhouse Lane- (dead end) Bring snow from dead end out to Cedar Ave. (When Time is Appropriate)**
- 2.) Pembroke CT- (dead end) Pile snow away from Mail Box.**
- 3.) Lorie Lane – (dead end) Pile snow away from Fire Hydrant.**
- 4.) Keith Pl – (dead end) Pile snow to right side with out blocking Mail Box.**
- 5.) Emergency Snow Route –**
 - A.) Hooker Avenue from South Grand to City Line (Only Salt)**
 - B.) South Grand from Hooker Avenue to Ruppert Rd.**
 - C.) Wilbur Boulevard from Hooker Avenue to City Line.**
- 6.) Hills –**
 - A.) Miller Rd**
 - B.) Cedar Avenue**
 - C.) Walnut Hill Rd**
 - D.) Merrick Rd**
 - E.) Lynbrook Rd**
 - F.) Richmond Rd**

Section – 7

1.) Emergency Snow Route –

- A.) South Cherry Street from Main st to Hooker Avenue.**
- B.) Grand Avenue from Main st to Hooker Avenue.**
- C.) Hooker Ave from South Grand to South Clinton st.**
- D.) Main st from South Hamilton st to Grand Avenue.**

2.) Main Drags –

- A.) Forbus st.**
- B.) College Avenue.**
- C.) Worrall Avenue.**

3.) Problem Area –

- A.) Quaker Lane and Lexington Avenue.**
- B.) Gray st – Cars are Parking double.**
- C.) Fulton Avenue – North side where Bus Shelter is need to plow back as far as can to the Curb.**
- D.) Hoffman Ave – Cars are Parking double.**
- E.) Oak Crescent - Cars are Parking double.**

Section – 8

1.) Service Drive –

- A.) Service Drive between South Grand and Cedar And Hooker to Ruppert and Kingston Avenue.
- B.) Service Drive off of Crescent Rd.
- C.) Service Between To Adraince And Asborne.
- D.) Ivy Terrace
- E.) Wilbur Ct
- F.) Eden Terrace
- G.) Eastman Terrace
- H.) Poughkeepsie Nursery – Off of North Clover st.

2.) Problem Area for Big Trucks.

- A.) Sunnyside and Foster
- B.) Reservoir st
- C.) Oak st and Linwood Avenue.
- D.) Grand st off of Union st
- E.) Delano
- F.) Davies Ct off Davies Pl
- G.) Spruce st dead end.
- H.) Beekman st
- I.) Talmadge off of Duane st
- J.) Austin Ct
- K.) Quaker Lane and Lexington Avenue
- L.) Gray st
- M.) Hoffman Ave off of Main st
- N.) Oak Crescent
- O.) Grant st off of Harrison st

SECTION 9

Top Priorities

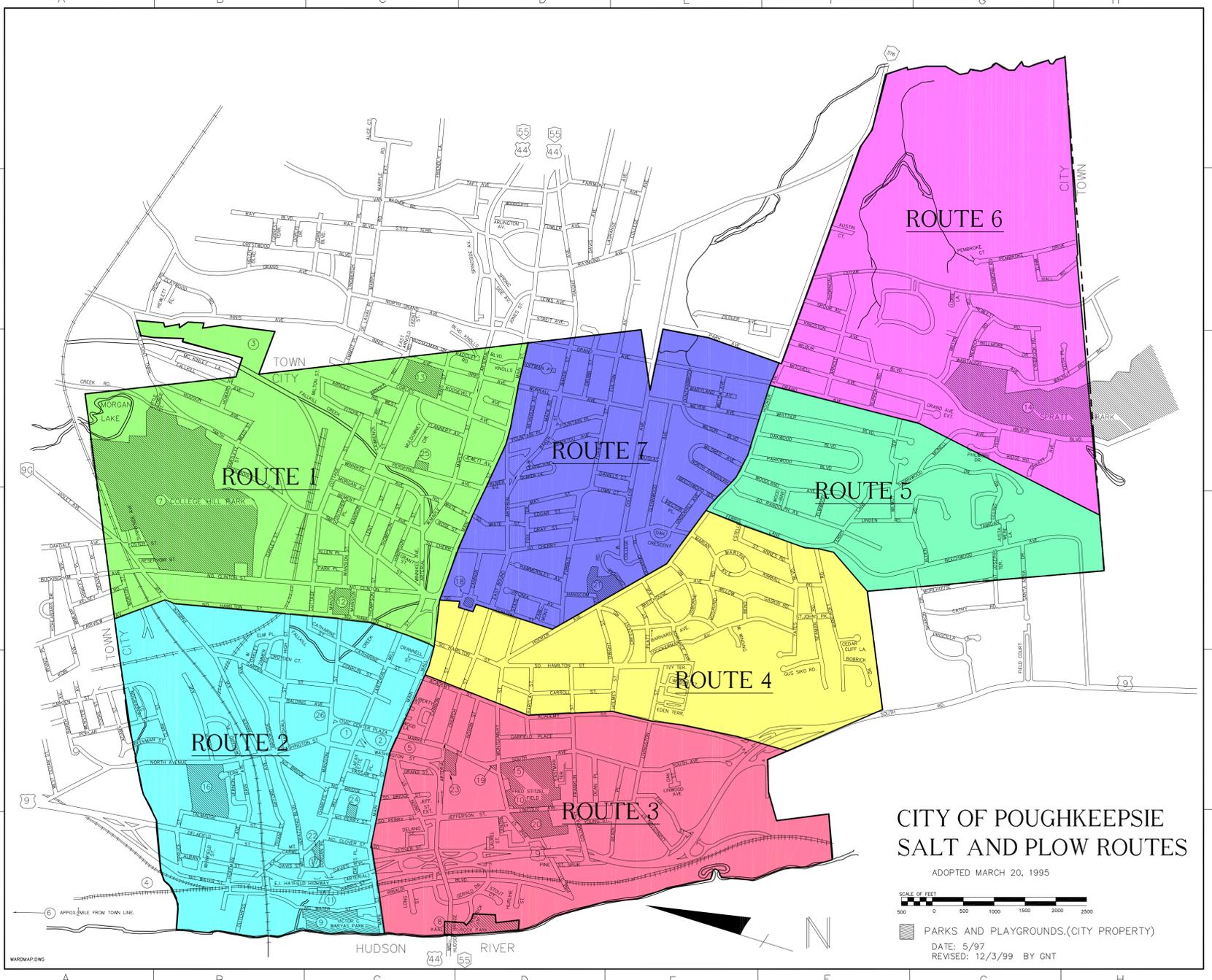
- **Emergency Snow Routes/Main Drags/Hills**
 - **Innis Ave to Main St.**
 - **Arterial 44/55 West bound to the bridge**
 - **Columbus Drive from Mansion to East bound Arterial**
 - **Arterial 44/55 East bound from bridge to Town line**
 - **Main Street from Columbus to the river**

- **Other streets if section is done.**
 - Jefferson and Lincoln
 - South Avenue
 - South Clover and North Clover
 - Washington St

Arterial work is salting only. When it is time to plow, call for help.

STREET INDEX

Table listing street names and their corresponding grid coordinates (e.g., ACADEMY ST. C, D, E5; ALBANY ST. B6, C5).

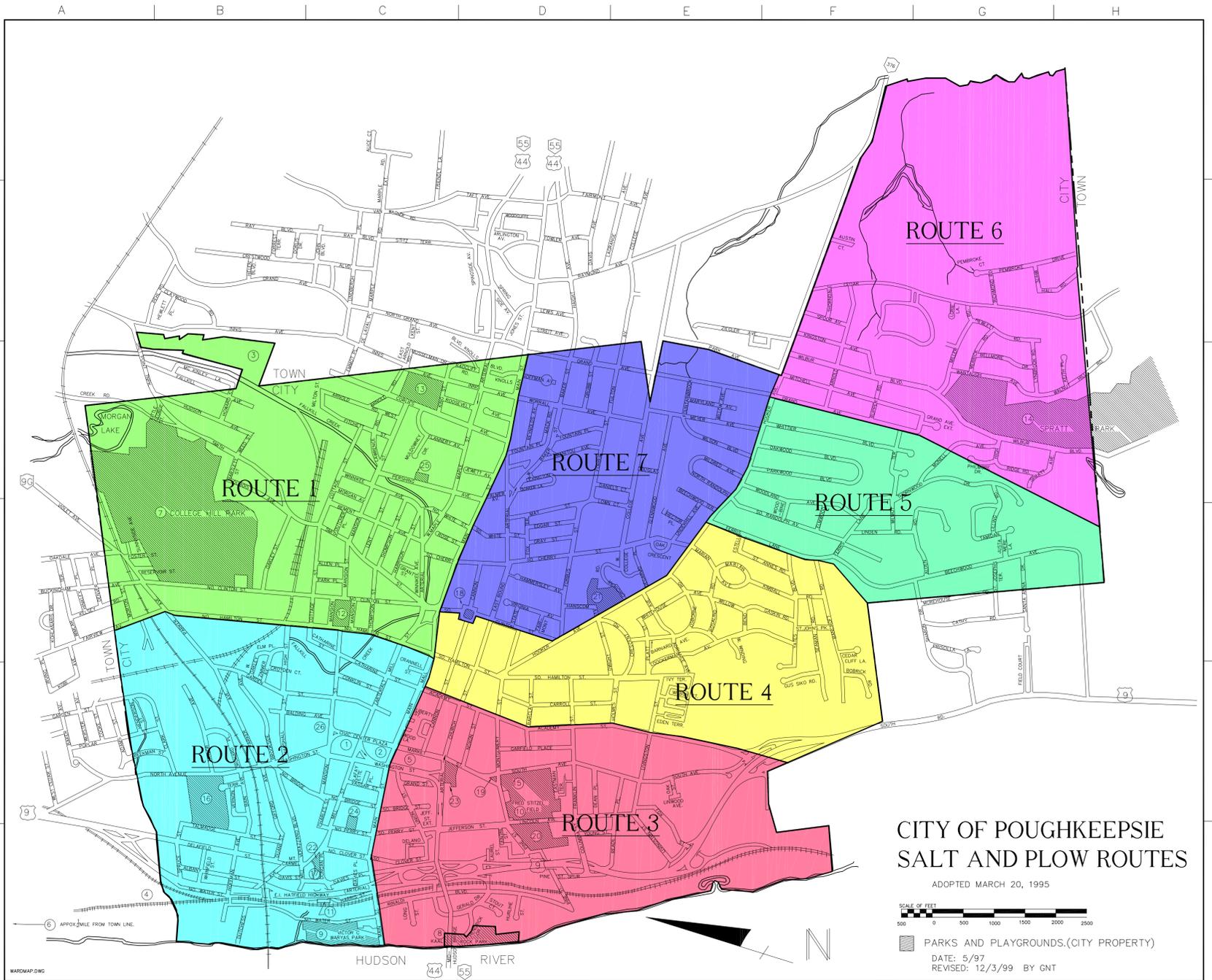


CITY OF POUGHKEEPSIE SALT AND PLOW ROUTES

ADOPTED MARCH 20, 1995
SCALE OF FEET
PARKS AND PLAYGROUNDS (CITY PROPERTY)
DATE: 5/97
REVISED: 12/3/99 BY GNT

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