

Chloride Pollutant Minimization Plan for the Village of Romeoville

October 19, 2022

Prepared by Village of Romeoville

Village of Romeoville is a member of the
Lower Des Plaines Watershed Group



1.0 Introduction to Chloride Issue in CAWS/LDPR

This Pollutant Minimization Plan (PMP) has been prepared by Village of Romeoville to reduce the environmental impacts from the organization's chloride related operations. Village of Romeoville is a discharger covered under the Time Limited Water Quality Standard for Chloride for the Chicago Area Waterways System and Lower Des Plaines River watersheds. This PMP has been prepared to meet the requirements laid out in the Time Limited Water Quality Standard (TLWQS) for Chloride. The term of this PMP covers the first 5-years of the TLWQS period and will be updated following the re-evaluations at Years 4 ½, 9 ½, and 14 ½.

Chloride is a permanent pollutant. It does not degrade over time and continues to accumulate in the environment. Proactive measures to reduce the amount of chloride discharged can help reduce the impacts from chloride on receiving waterways and the environment. Chloride impacts aquatic life, vegetation, and infrastructure. As the chloride concentrations increase and our waters become saltier, aquatic and plant biodiversity decreases, and native species are overtaken by salt tolerant invasive species.

Chlorides are commonly found in road salt, fertilizers, water softeners, dust suppressants, and certain industrial processes. Chloride-based deicers, like rock salt, are used on parking lots, sidewalks, and roads to provide safe surfaces to the public during the winter months. These deicers are one of most common sources of chloride in the Chicago region.

The water quality standard for chloride for the Chicago Area Waterway System (CAWS) was updated as part of the rulemaking process related to changing the designated use of the CAWS. The chloride standard was updated from 1,500 mg/L during the winter and 500 mg/L during the summer to 500 mg/L all year round. The change in the chloride water quality standard took effect in 2018. Because portions of the CAWS were not going to meet this new standard due to the need to maintain public safety on roads, highways, sidewalks and parking lots during the winter months, a joint submittal and supporting individual petitions were submitted between 2015 and 2018 to the Illinois Pollution Control Board for a variance from the chloride standard. The joint petition laid out best management practices that can be achieved by the petitioners to reduce their chloride use while maintaining public safety during winter storms. In addition to the CAWS, portions of the Lower Des Plaines River watershed were included as it receives water from the CAWS.

On November 4, 2021, the IPCB issued an Opinion and Order for a Time Limited Water Quality Standard (TLWQS) for Chloride for portions of the CAWS and Lower Des Plaines River watersheds. The TLWQS for Chloride watersheds are defined in the Opinion and Order as the Des Plaines River watershed from the Kankakee River to the Will County Line (except for the DuPage River watershed) and the CAWS watershed (except the North Branch Chicago River watershed upstream of the North Shore Channel and those portions of the watershed located in Indiana). This is a watershed-based approach to reduce the chloride concentrations in the CAWS and Lower Des Plaines River. The TLWQS for Chloride requires all dischargers covered under the TLWQS for Chloride to create PMPs and implement specific best management practices based on their operations to reduce their chloride discharges.

2.0 Organization Info, Facilities' Specific Info

2.1 Facility overviews/descriptions

Agency Name: Village of Romeoville		
Facility Name: Village Wide		Permit Number: ILG103031
Facility Address: 1050 W. Romeo Road		
City: Romeoville	State: Illinois	Zip Code: 60446

The Village of Romeoville is an MS4 community with stormwater discharges regulated by an IEPA National pollutant discharge elimination system permit.

The Village of Romeoville maintains 270 lane miles of roads.

Salt is stored in two covered salt storage domes with a capacity of 5,300 tons of salt.

2.2 Chloride Sources

A primary source of chloride is salt used for winter road maintenance.

Winter maintenance operations consist of snow and ice clearing from village owned streets, parking lots, and sidewalks.

Salt is stored in two enclosed salt domes.

2.3 Level of Service for Winter Maintenance Activities

See appendix #1 – Snow and Ice plan

3.0 Chloride Monitoring Data

Chloride monitoring data will be collected for the CAWS and Lower Des Plaines River watersheds per the IPCB order. The data will be maintained by the workgroups. Chloride data for the CAWS will be collected by MWRD for the CAWS watershed and provided to the workgroups as part of the annual reporting as required by the IPCB order. The Lower Des Plaines Watershed Group also maintains a USGS monitoring station in the Des Plaines River at Channahon, IL that collects continuous conductivity data to estimate chloride concentrations.

Chloride concentration is recorded monthly from samples taken at the wastewater effluent.

4.0 Chloride Reduction BMPs for POTWs, MS4s, CSOs, Industrial Sources, IDOT/Tollway

As part of the Chloride TLWQS, specific BMPs were identified for POTWs, MS4s, CSOs, Industrial Sources, and IDOT/Tollway to reduce the chloride impact on the watershed. These BMPs will be implemented over the 15-year term and additional BMPs evaluated at 5-year intervals during the 15-year term. Further details about winter maintenance practices currently being implemented by Village of Romeoville are included in the Village of Romeoville’s Snow and De-icing Plan, which is included as Appendix #1. The BMPs identified are outlined below:

Workgroup BMP

BMP	Currently Implementing	Will Implement (Target Year)	Agency Description of Current Implementation
The permittee must participate in a Chlorides workgroup for the CAWS or LDPR, depending on the watershed within which the facility’s discharge is located.	X		Village of Romeoville has been a member of the Lower Des Plaines Watershed Group since 2017. Staff attends meetings on a regular basis along with Robinson Engineering in support of the Village’s NPDES stormwater program.

Salt Storage and Handling BMPs

BMP	Currently Implementing	Will Implement (Target Year)	Agency Description of Current Implementation
Store all salt on an impermeable pad that must be constructed to ensure that minimal stormwater is coming into contact with salt unless the salt is stored in a container that ensures stormwater does not come into contact with the salt.	X		All salt used by Village of Romeoville is stored in a permanent dome structure on a concrete pad to prevent contact with stormwater.
Cover salt piles at all times except when in active use, unless stored indoors.	X		Salt is always stored in a covered structure.
For working areas, provide berms and or sufficient slope to allow snow melt and stormwater to drain away from the area. If snow melt and stormwater cannot be drained away from the working area, channeling water to a collection point such as a sump, holding tank or lined basin for collection, discharge at a later time, use for prewetting, and use for make-up water for brine must be considered.	X		All working areas are sloped away to convey snow melt and stormwater away from the area.
MS4/CSO Only - Use deicing material storage structures for all communities covered under General Permit ILR40 for MS4 communities.	X	2024	Deicing brine solution is stored in tanks designed for that purpose. Secondary storage is under consideration for future implementation.
<p>Good housekeeping practices must be implemented at the site, including:</p> <ul style="list-style-type: none"> • cleanup of salt at the end of each day or conclusion of a storm event. • tarping of trucks for transportation of bulk chloride. • maintaining the pad and equipment. • good practices during loading and unloading; 	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p> <p style="text-align: center;">X</p> <p style="text-align: center;">X</p>		<p>Salt at the loading areas is cleaned up at the end of each snow event and the area is swept.</p> <p>All bulk loads are tarped in and out of yard.</p> <p>The salt domes and pads within are maintained in good condition.</p> <p>Emphasis is placed on careful loading and unloading to minimize spillage. Any spilled salt is collected and returned inside the dome.</p>

<ul style="list-style-type: none"> • Cleanup of loading and Spreading equipment after each snow/ice event; • A written inspection program for storage facilities, structures and work area. • removing surplus materials from the site when winter activity finished where applicable; • annual inspection and repairs completed when practical; • evaluate the opportunity to reduce or reuse the wash water. 	<p style="text-align: center;">X</p> <p style="text-align: center;">X</p> <p style="text-align: center;">X</p> <p style="text-align: center;">X</p>	<p style="text-align: center;">2023</p>	<p>All spreading and loading equipment are cleaned up after snow events.</p> <p>A written inspection program is being developed to ensure salt storage and work areas are maintained in good conditions.</p> <p>Surplus salt is stored securely in domes. The entrances are blocked off with concrete blocks to ensure containment in the off season.</p> <p>Vehicles and equipment are inspected daily for proper operation. Repairs are completed in a timely manner.</p> <p>Wash water usage is minimized to the extent practical. Wash water is drained to the sanitary system.</p>
---	---	---	---

Winter Maintenance Operations BMPs

BMP	Currently Implementing	Will Implement (Target Year)	Agency Description of Current Implementation
Calibrate all salt spreading equipment at least annually before November 30th. Records of the calibration results must be maintained for each piece of spreading equipment.	<p style="text-align: center;">X</p>		All salt spreading equipment is calibrated annually prior to the snow season and records of calibration are maintained for reference.
Pre-wet road salt before use, either by applying liquids to the salt stockpile, or by applying liquids by way of the spreading equipment as the salt is deposited on the road.	<p style="text-align: center;">X</p>		Salt trucks are equipped with pre-wetting equipment.
Use equipment to measure the pavement temperature unless such equipment has already been installed on road salt spreading vehicles.		<p style="text-align: center;">2024</p>	Future implementation of small weather stations that can measure pavement temperatures at various locations throughout the Village is being considered.

Develop and implement a protocol to vary the salt application rate based on pavement temperature, existing weather conditions, and forecasted weather conditions.	X		Protocol has been developed and will be implemented this season. Adjustments to the program will be made during implementation period based on results and implementation of additional monitoring equipment.
Track and record salt quantity used and storm conditions from each call-out.	X		Salt quantities are recorded for each storm and for each truck.
Develop a written plan for implementation of anti-icing, with milestones. The plan should consider increased use of liquids (e.g., carbohydrate products) beginning with critical locations such as bridges over streams.		2023	A written protocol for anti-icing is being developed to improve the protocols already in place.
Provide employees involved in winter maintenance operations with annual training before November 30th on best management practices in the use of road salt in operations, including the practice of plowing first and applying salt only after snow has been cleared.	X		Annual training has been provided and protocols for plowing and salt application has been in practice and in place for years.
Be responsible for complying with all applicable BMPs even when deicing practices are contracted out and ensure that contractors are properly trained and comply with all applicable BMPs.	N/A		Snow removal is performed with in-house personnel only. Nothing is contracted out.
Complete an annual report, as required by paragraph 3(B) of this order, which is standardized in an electronic format and submitted to the IEPA's website and to the watershed group.		2023	Annual report will be completed and submitted as required.
Obtain and put into place equipment necessary to implement all salt spreading/deicing measure specified in this BMP, such as any new or retrofitted salt spreading equipment necessary to allow for pre-wetting and proper rates of application.	X		Snow removal equipment has been retrofitted with prewetting equipment and electronics for several years, and all new equipment is purchased with these features installed.

<p>MS4/CSO/IDOT/TOLLWAY Only - Install equipment to measure the pavement temperature on the winter maintenance fleet for a sufficient number of vehicles to provide sufficient information to adjust application rates for the most efficient levels. Develop and complete a plan to equip the winter maintenance fleet before the first re-evaluation.</p>	X		<p>Numerous trucks already have pavement temperature sensors to provide adequate information regarding temperatures at various points throughout the Village. All new trucks are ordered with the sensors installed.</p>
<p>MS4/CSO/IDOT/TOLLWAY Only - Before the first re-evaluation, develop a method for conducting a post-winter review to identify areas of success and areas in need of improvement. Items to be completed as part of the review must include, but are not limited to, an evaluation of each salt spreader's application rate, variations in application rates, and discussion of the variation compared to the recommended rates. Once developed, the review should occur annually in the spring/early summer following each winter season.</p>		2023	<p>A review will be conducted annually upon the compilation of salt usage data for the season. A report will be prepared summarizing the data and providing conclusions and recommendations for the next season.</p>

5.0 Chloride Reduction BMPs for Salt Storage Facilities

As part of the Chloride TLWQS, specific BMPs were identified for Salt Storage Facilities to reduce the chloride impact on the watershed. Implementing these BMPs over 15-year term and evaluating additional BMPs at 5-year intervals, will lead to reduced chloride concentrations in the watersheds. The BMPs identified are outlined below:

Workgroup BMP

BMP	Currently Implementing	Will Implement (Target Year)	Agency Description of Current Implementation
<p>The permittee must participate in a Chlorides workgroup for the CAWS or LDPR, depending on the watershed within which the facility's discharge is located.</p>	X		<p>Village of Romeoville has been a member of the Lower Des Plaines Watershed Group since 2017. Staff attends meeting on a regular basis along with our engineers in support of the Village's NPDES stormwater program.</p>

Salt Storage and Handling BMPs

BMP	Currently Implementing	Will Implement (Target Year)	Agency Description of Current Implementation
All salt will be stored on an impermeable pad constructed to ensure that minimal stormwater comes into contact with salt.	X		All salt used by Village of Romeoville is stored in a permanent dome structure on a concrete pad to prevent contact with stormwater.
Pads will be constructed to direct stormwater away from the salt pile. The permittee must consider directing any drainage that enters the pad to a collection point where feasible.	X		All existing pads direct stormwater away from stored salt.
Outdoor salt piles not stored under permanent cover must be covered by well-secured tarps at all times except when in active use. While working on the pile, fixed or mobile berms must be incorporated around non-working face to minimize stormwater contact. The permittee must stage tarp when starting final lift and tarp over the edge of the berm/pad where possible.	X		Salt is always stored in covered structures.
<p>Good housekeeping practices must be implemented at the site, including:</p> <ul style="list-style-type: none"> • cleanup of salt at the end of each day or conclusion of a storm event; • tarping of trucks for transportation of bulk chloride; • maintaining the pad and equipment; • good practices during loading and unloading; • cleanup of loading and spreading equipment after each snow/ice event; • a written inspection program for storage facility, structures and work area; • removing surplus materials from the site when winter activity finished where applicable; 	X		All practices are implemented see 4.0 Chloride Reduction BMPs.

<ul style="list-style-type: none"> • annual inspection and repairs completed when practical; • evaluate the opportunity to reduce or reuse the wash water. 			
Annual training must be conducted for employees responsible for loading/unloading/handling at docks and trucks at the facility.	X		Annual snow removal training is conducted. Loading and unloading protocols are part of that training.
An Annual Report must be completed as required by paragraph 3(B) of this order. The report must be standardized in excel, and must be submitted to the IEPA and to the watershed group.		2023	An annual report will be completed and submitted as required. See BMP 4.0
For working areas, provide berms and or sufficient slope to allow snow melt and stormwater to drain away from the area. If snow melt and stormwater cannot be drained away from the working area, channeling water to a collection point such as a sump, holding tank or lined basin for collection, discharge at a later time, use for prewetting, and use for make-up water for brine must be considered.	X		Areas surrounding work locations are sloped away from storage domes to convey snow melt and stormwater away from these areas. See BMP 4.0
The Permittee must make use of fixed and mobile berms where appropriate to redirect flow and tarp over the edge of the pad where possible to minimize stormwater contact.	X		Salt is stored in enclosed domes and the entrance is blocked off with concrete wall sections to prevent flow to or from the domes. Mobile booms will be utilized in case of emergency.
The Permittee must consider retaining stormwater which contacts the salt from a 25-year/24- hour storm event where feasible. Such retention could be either within the berm or in a separate basin, or the impacted stormwater could be stored and used as pre-wetting brine.	X		Salt is stored in enclosed domes and the entrance is blocked off with concrete wall sections to prevent flow to and from the domes.

6.0 Plan to Implement BMPs

Village of Romeoville will implement the following BMPs to take steps towards compliance with chloride standards for the watershed.

MS4/CSO Only - Use deicing material storage structures for all communities covered under General Permit ILR40 for MS4 communities.	X	2024	Deicing brine solution is stored in tanks designed for that purpose. Secondary storage is under consideration for future implementation.
---	---	------	--

The Village of Romeoville will begin budgeting for and construction of a brine making building with additional anti-icing storage capacity at our main public works facility. We currently purchase our brine solution.

We will start budgeting for a brine building in 2024 with total build and completion by the end of 2026.

A written inspection Program for storage Facilities, structures And work area.		2023	A written inspection program is being developed to ensure salt storage facilities and work areas are maintained in good condition and kept clean.
--	--	------	---

The Village of Romeoville is currently developing a written inspection program for all our salt storage facilities and work areas, so they are being maintained in good and clean condition.

We are currently working on the plan with implementation in 2023.

Use equipment to measure the pavement temperature unless such equipment has already been installed on road salt spreading vehicles.		2024	Future implementation of small weather stations that can measure pavement temperatures at various locations throughout the Village is being considered.
---	--	------	---

The Village of Romeoville is in the process of budgeting and planning for the installation of a Road Weather Informational System to be installed at strategic locations throughout the Village. These weather stations will assist us in deploying resources and manpower before, during, and after snow and ice events. The units can give us not only historical data, but also current air, humidity, pavement temperatures, and day + night vision cameras.

Develop a written plan for implementation of anti-icing, with milestones. The plan should consider increased use of liquids (e.g., carbohydrate products) beginning with critical locations such as bridges over streams.		2023	A written protocol for anti-icing is being developed to memorialize the protocols already in place.
---	--	------	---

The Village of Romeoville is developing a written plan for the implementation of anti-icing applications with rates and locations.

Complete an annual report, as required by paragraph 3(B) of this order, which is standardized in an electronic format and submitted to the IEPA's website and to the watershed group.		2023	Annual report will be completed and submitted as required.
---	--	------	--

The Village of Romeoville will complete and submit the annual report as required starting with the 2023 season.

MS4/CSO/IDOT/TOLLWAY Only - Before the first re-evaluation, develop a method for conducting a post-winter review to identify areas of success and areas in need of improvement. Items to be completed as part of the review must include, but are not limited to, an evaluation of each salt spreader's application rate, variations in application rates, and discussion of the variation compared to the recommended rates. Once developed, the review should occur annually in the spring/early summer following each winter season.		2023	A review will be conducted annually upon the compilation of salt usage data for the season. A report will be prepared summarizing the data and providing conclusions and recommendations for the next season.
---	--	------	---

The Village of Romeoville will develop a plan for an annual post-winter season review to identify all the areas of success and the areas that need improvement. We will compile data and prepare the report starting with the 2023 season.

An Annual Report must be completed as required by paragraph 3(B) of this order. The report must be standardized in excel, and must be submitted to the IEPA and to the watershed group.		2023	An annual report will be completed and submitted as required. See BMP 4.0
---	--	------	---

The Village of Romeoville will complete an annual report as required and submit it to the IEPA and watershed group starting with the 2023 season.

7.0 Other Chloride TLWQS Required Milestones

Village of Romeoville will implement these specific milestones (not included in the above BMPs) as outlined by the Chloride TLWQS.

Milestone	Agency Completion Date	Agency Completion Details
6 MONTHS AFTER EFFECTIVE DATE: Petitioner establishes a mechanism for tracking of de-icing salt usage for each facility.	Completed date 2012	Deicing salt usage has been tracked for several years and will continue to be tracked.
July 1st OF EVERY YEAR (BEGINNING WITH YEAR 2): Discharger must submit an Annual Report for the previous year beginning on May 1 and ending on April 30 of the following year to the Agency and the chlorides workgroup on. The report shall be on salt usage for deicing and steps taken to minimize salt use and makes the report publicly available.	By July 1 of each year, beginning in Year 2 [2023]	Village of Romeoville will submit an annual report to the workgroup and IEPA.
July 1st of YEAR 3, YEAR 8 and YEAR 13: The chlorides workgroup submits a Status Report to the IEPA which includes an analysis on the following: chlorides monitoring data; report on the chloride workgroup’s outreach strategy, which includes outreach efforts to expand coverage of the TLWQS, and outreach and training for nonpoint sources; identification of any new BMPs, treatment technology or salt alternatives; identification of the impediments and potential solutions of those impediments faced by dischargers and those granted coverage under the TLWQS that prevent them from completing the training and making all capital purchases necessary to implement the required BMPs; and identification and description of any assistance (financial, technical, or otherwise) that the chloride workgroup may be able to provide.	By July 1 of year 3 [2024], the workgroups will submit a Status Report to the IEPA.	The Lower Des Plaines workgroup will submit a status report as required.
July 1st OF YEAR 4 ½: Chlorides workgroup submits to the Board its first proposed re-evaluation pleading consistent with the Board’s order granting the TLWQS.	By July 1 of year 4 ½, the workgroups will submit a re-evaluation to the IEPA and IPCB.	The lower Des Plaines workgroup will submit the reevaluation as required.

Appendix 1 – Village of Romeoville Snow and De-icing Plan

Appendix 1

Village of Romeoville Snow and De-icing Plan



Romeoville Public Works Department is responsible for providing snow and ice control for 270 lane-miles of streets. There are 160 cul-de-sacs and ten Village owned parking lots. Parking lots consist of a Village Hall, Police Station, three Fire Stations, three Public Works facilities, Animal Control facility, and a Metra Train Station. Additional Parks and Recreation staff is used for snow and ice removal at the Recreation Center and the Athletic and Event Center.

Goal and Objective

Romeoville Public Works takes pride in our snow and ice control. We consider this to be emergency work. Keeping streets cleared at all times of the day and night to insure accessibility for emergency services equipment throughout the Village. This also allows schools and local merchants to stay open for residents to get their essential needs done. Careful planning and preparation must be done prior to snow and ice season. This planning process is made considerably more difficult due to the variable conditions encountered during each storm.

The Public Works Department's goal is to make all streets, cul-de-sacs safe and accessible for vehicular traffic during and after a winter storm, in accordance with the guidelines set forth herein. We will attempt to clear all major and minor streets to bare pavement and maintain a clear bare driving track on either side of the centerline on residential and local streets. It is our goal to complete a category 1 storm cleanup within 4-6 hours, and a category 2 storm cleanup within 8-10 hours, and a category 3 storm with 12-16 hours after a winter storm end. Other events happening during storm events such as water main breaks, equipment break downs, and other unforeseen circumstance will hinder response times. During and after storms, some streets may be snow packed and icy. The effectiveness of melting and de-icing products is greatly reduced in subzero or near subzero conditions.



Because we base our practice on the speed and volume of traffic on our streets in the community the Public Works snow and ice control plan provides the following priority levels. These levels are just guidelines to implement a snow and ice event.

Priority 1 - All major and minor collector streets will be considered to be the minimum network which must be kept open for emergency vehicles.

Priority 2 - The remaining network includes, streets, intersections, hills, curves and municipal parking lots.

Priority 3 - All cul-de-sacs, dead ends, and recreational parking lots.

Route 53 is a State Highway; Weber Road is a Will County Road and plowed by them respectively.

This snow and ice control plan recognize three storm categories.

Category 1 - One inch or less of snow and sleet resulting in icy conditions. Snow routes rated priority 1-3 are treated with de-icing material plowing is not required, but done as necessary.

Category 2 - Two to five inches of snow. All snow route rated 1-2 are plowed then treated with de-icing material. Priority 3 streets will be made passable until the storm subsides. Then all priority 1-2 streets will be cleared curb to curb prior to the completion of priority 3 streets.

Category 3 – Six or more inches of snow is considered a major snow event. Concentration is focused on all priority 3 streets are cleaned last. All priority 1-2 streets will be cleared curb to curb prior to the completion of priority 3 streets.

Alerting Snow and Ice Control Personnel

Snow and ice control operations fall under the jurisdiction of the Superintendent of Operations; however, all Public Works personnel have a part in these operations. Snow and ice operations may be conducted on a 24-hour basis, 7 days a week. In the event of an impending storm, the Superintendent of Operations will consult with the streets and grounds foremen to determine the most effective way to combat the storm. The planning efforts will attempt to maximize the best use of Village resources, this possibly can include personnel from other Public Works departments to help during snow emergencies.

General Snow and Ice Procedures

A key element in implementing an efficient snow and ice control program is receiving timely weather information. Accurate weather forecasting is imperative in deciding which of the various operational

procedures will be implemented. The Public Works Department has access to the latest weather forecast and live weather radar system. We communicate with the National Weather Service in Romeoville stationed at Lewis University, and contracted with a commercial weather forecasting agency, further assisting us in the deployment decision making process for the mobilizing of personnel and equipment.

When the department is notified of an impending snowstorm, a decision is made to implement one of two different operations for clearing Village streets. Depending on the amount of precipitation and duration of the storm we can handle the storm as a regular call out. Which means crews can completely clear all streets, and parking lots before they reach their mandatory maximum 16 hours they can drive behind the wheel of equipment. If crews are going to exceed the maximum 16 hours, we will implement a modified snow removal schedule. This schedule helps us to have enough workforce to not only handle snow emergencies but, the day to day operations at Public Works. The modified snow removal schedule consists of all Public Works personnel put on one of 2 teams that work 16 hour shifts then 8 hours off then back on for another 16 hours. This goes on for the duration of the storm and clean up.

All the Village's snow fleet has all the latest technology to help the crews remove the snow and ice with the least amount of impact to the environment and infrastructure. Some of the technology that is applied and used is anti-icing treatment and pre-wetting the rock salt before it is applied. Anti-icing is spraying a premixed salt brine solution on the road surfaces prior to the storm. We cannot always apply anti-icing before a storm, the atmospheric and weather conditions have to be right. Pre-wetting the salt with a liquid brine solution helps activate the salt before it touches the roadway especially as the air temps fall below freezing. This also helps keep the salt on the road surface less bounce when the salt hits the road.

All salt spreading equipment is calibrated and control limits are set in trucks to prevent over application of salt. Each end loader used to load salt in trucks is equipped with a scale system. We use that to measure the quantity of salt for each load. That information along with the tracking from the salt controller in the trucks. We are able to know exactly what each operator is putting down in each location for every storm. A large majority of our fleet have pavement temperature sensors that help the operators determine the best course of action when applying salt and brine solutions. The Village annually sends employees for winter de-icing training.

Salt and Brine Storage Housekeeping

The Village has two salt storage domes that can hold a combined 5,300 tons of rock salt. Currently we purchase our brine solution premixed and have the capacity to store 17,000 gallons between the two salt dome sites. Every effort is made into minimize the waste and spillage of rock salt and brine solution. Areas around salt domes and brine tanks are scraped and cleaned several times during and after storms.

Parking Policy

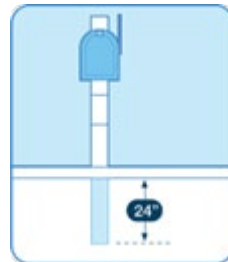
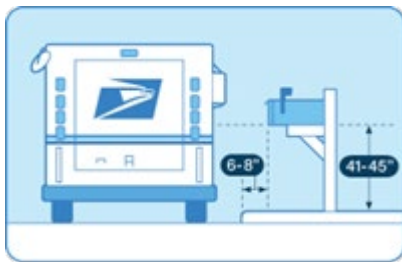
Chapter 80 of the traffic schedules calls out for certain major collector streets viewed as a snow route with no parking on the street after 2" of snow fall until cleaned. Chapter 80 Schedule II calls out ODD – EVEN PARKING RESTRICTIONS. After 2" of snow all the odd-even parking restrictions go into effect for

all remaining collector, feeder, and cul-de-sac streets that don't fall into Schedule II Section (E) Special Parking Regulations.

Property Damage

During the course of operations throughout any given winter, snow removal forces may incur a certain amount of damage to Village private property. In the event that parkway damage is sustained due to a plow riding over a curb, the Public Works Department will repair said damage as soon as weather conditions permit. Topsoil and seed will be used in the damaged area. To report such damage, please call 815-886-1870.

Mailbox Damage



If one of our drivers inadvertently damages mailbox that was properly installed and maintained we will repair or replace it with a temporary mailbox. Until weather conditions permits we will then do permanent repairs or replacements.

To report a mailbox damage please call 815-886-1870. If your mailbox was determined to be in either need of repair or too close to the street, we are not responsible for any damage or repair. According to the United States Postal regulations for proper placement of a mailbox should be as follows: at least 41 inches and no more than 45 inches above ground, and no part of the mailbox should be closer than 6 inches but no more than 8 inches behind the back of the curb.

Assistance to Private Property

Under no circumstances will a Village employee be allowed to use a Village-owned vehicle to push, pull, or tow a stranded private vehicle from a roadway or parking lot. Likewise, under no circumstances will a Village employee use a Village-owned vehicle to perform any snow removal or ice control operation on private or commercial property.

Departure from Policy

The Village recognizes that conditions may be so unusual or unexpected that a departure from these general policies should be authorized. Therefore, when conditions warrant, the Director of Public Works in consultation with Village Administrator, or his/her designated representative, may order a departure from these general guide lines when, in the opinion of the Director of Public Works, conditions require such action. This policy may be affected in total or in part, as a result of Acts of God, equipment breakdown, weather conditions, inadequacy of equipment, state or federal regulations, shortage of personnel, and any other unforeseen, uncontrolled or unanticipated acts. No additional rights shall be granted any individual or entity simply by adoption and enforcement of this policy.

No Duty or Right Created

The purpose of this policy is to establish goals for the Village of Romeoville employees regarding snow and ice control. It's not to be construed to create any duty to any individual, person or entity. This policy does not provide any special protection or service to any particular individual or group of individuals.

Policy Priority

This policy dated October 8, 2021, supersedes all others and, to the extent that any previous rule, regulation, policy or past practice, written or unwritten, is in conflict with the provisions of this policy, such is hereby withdrawn, voided and all personnel should conduct themselves in conformity with this policy.