

# CITY OF MINOT

## PUBLIC WORKS OPERATIONS DEPARTMENT

### *SNOW AND ICE CONTROL PLAN*



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## 1. GENERAL

Snow and ice control is a service provided by the City that is taken very seriously. It is an area that involves safety, liability, economic, and energy conservation issues. Moreover, Snow and ice control is addressed as an uncertain activity. The weather forecast is always taken into consideration. Other factors and variables taken into account when determining the best course of action for responding to snow events include:

- Whether the wind is blowing or will start blowing.
- The direction and velocity of the wind.
- The amount of snow that is already on the ground.
- How much more snow is being predicted to fall.
- Whether the snow will melt in the next few days.
- How much moisture is contained in the snow.

In following our snow plan, we are always aware of the changing conditions and endeavor to tailor our response during each snowfall to obtain the best results.

To accomplish our goals, we have tried and/or investigated many methods and theories of how to obtain the best results. We also conduct after action reviews at the end of the snow season to determine any areas of improvement, root causes for these issues, as well as develop implementation plans to ensure these issues receive the attention required. We feel confident that the methods we use for snow and ice control are the very best for our city using all resources available to us, but at the same time, we are continually looking for better ways to accomplish snow and ice control.

The purpose of this Snow and Ice Control Plan is two-fold: (1) to provide the public and City officials with an insight into the complexity of snow and ice control operations; and (2) to summarize policies and procedures which are followed and enforced by City staff. The intent of this plan is to provide safe and reliable access for residents and visitors of the City of Minot as they go about their daily routines of school, work, recreation, as well as the need and ability to take care of any unforeseen emergencies.

This plan addresses City staff's main objectives for snow and ice control, communication and information distribution within the community, service capabilities, prioritization, operational procedures and considerations, and continuous process improvement (CPI) methodologies. Public Works Operations Department reserves the right to alter or adjust the snow and ice control plan based on the safety and needs of the City and community.

## 2. OBJECTIVES

The primary objective of the Public Works Street Department (PW Operations) is to provide for the safe and orderly movement of motor vehicle traffic throughout the City during all weather conditions including severe winter storms. Additionally, when able, the Department will provide snow and ice control services on City owned or maintained sidewalks to aid with pedestrian travel.

Although City streets, including major arterials, may be temporarily closed during extremely severe conditions, the Department will also continuously monitor, evaluate, and utilize available resources to prevent closing or keep the duration of closures of the City to a minimum. Moreover, even though the Department strives to keep all lanes of traffic moving during extreme conditions, travel may, at times, be limited to one lane of vehicular traffic in either direction.

## 3. COMMUNICATION AND INFORMATION DISTRIBUTION

In advance and during snow events, the City will keep the public informed about relevant aspects of snow and ice control operations (e.g. use of snow gates, progress of operations, problem areas, etc.) using normal means of communication (e.g. City website, social media, media news releases, etc.).

## 4. SERVICE CAPABILITIES

### 4.1. Threat, Hazard, and Impairment Considerations:

It is imperative to recognize that there are various threats, hazards, and impairments that significantly limit the abilities of snow control operators. These hazards include:

- Unpredictable weather conditions pertaining to snow accumulation.
- Drastic temperature changes allowing for snow to thaw and freeze repeatedly.
- Vehicles hindering access to City streets preventing operators from snow removal activities.
- Vehicles and pedestrians impeding the removal of snow.
- Time of day for snow removal actions – high volume of traffic preventing snow removal.
- Excessive operator hours during prolonged snow events.
- Lighting, lane marker delineation, and poor visibility due to severity of snow events.

The items identified above create significant issues when operators are attempting to provide snow and ice control services to the City. There may be circumstances where

priorities for snow and ice control shift due to the operator's ability to overcome the threat, hazard, and/or impairment which may result in certain areas and higher priority snow routes taking longer for snow and ice control services to occur. The operators will make the determination of what can be addressed based on their assessment of the area at the time of the snow event.

## 4.2. LIMITATION FACTORS

4.2.1. Pre-Snow Event Actions: Pre-treatment will occur in accordance with Section 6 (Operations Section) below.

4.2.1.1. Brine Solution: During the early stages of a snow event, a brine solution consisting of 23.3% Sodium Chloride (Salt) and 76.7% water will be used to pretreat roadways. The temperature limitations and effectiveness of this solution is limited to *road surface temperatures* above minus 6 degrees Fahrenheit. For *road surface temperatures* below 6 degrees Fahrenheit other methods for snow and ice control will be utilized such as applying a salt sand mixture to the effected roadways.

4.2.2. Dispatching: Dispatching and utilization of the following equipment and personnel will occur in accordance with Section 6 - Operations Section below.

4.2.2.1. Salt and Sand Vehicles

4.2.2.1.1. Salt and Sand Ratio: The ratio will be determined based on the snow event.

4.2.2.1.2. Application: The salt and sand mixture will be utilized during all events to maximize the effectiveness of the application.

4.2.2.2. Motor Graders (Blades)

4.2.2.2.1. Motor graders will be utilized as the main snow and ice control equipment items due to their highly efficient and effective abilities to displace snow and ice quickly across large areas of populated regions.

4.2.2.2.2. Motor grader gates will be utilized to limit the amount of snow discharged on main streets at intersections, in driveways, and around mailboxes. They are only effective for low to moderate snow accumulations. Heavy snow accumulations will go over the top of the snow gate when in use. Wet snow will put too much pressure on the snow gate and will eventually break the gate. If it is determined that the snow gates will be ineffective due to excess amounts of snow, the operator(s) will discontinue the use of the gates. The public will be notified by the Public Information Office (PIO) through the City website, social media, and media news releases when this occurs.

#### 4.2.2.3. Other Equipment

- 4.2.2.3.1. Front end loader snowplow attachment with gate (Henke) will be utilized where there is a limited number of driveways. These plows are effective in removing snow quickly but leaves residual snow due to the inability to place cutting edge on roadway.
- 4.2.2.3.2. Front end loader with snow blower attachment will be utilized where there are minimal discharge safety concerns with regard to property.
- 4.2.2.3.3. Front end loader with Metal Pless (adjustable wings) attachment will be utilized where there is a limited number of driveways. These plows are effective in removing snow but require lower operating speed to control snow discharge.
- 4.2.2.3.4. Truck mounted plow with side discharge will be utilized where there is a limited number of driveways. These plows are effective in removing snow quickly, but the snow discharge cannot be controlled effectively.

#### 4.2.2.3.5. Small Equipment

- 4.2.2.3.5.1. Skid steers are utilized on City owned or maintained sidewalks. They are a smaller piece of equipment that would be ineffective for larger scale operations.
- 4.2.2.3.5.2. Mini Loaders are utilized on City owned or maintained sidewalks. They are a smaller piece of equipment that would be ineffective for larger scale operations.
- 4.2.2.3.5.3. Snow blowers are utilized on City owned or maintained sidewalks. They are a smaller piece of equipment that would be ineffective for larger scale operations.

#### 4.2.2.4. Personnel: Street and Storm Sewer Departments have a fixed number of operators (trained personnel) that are authorized to operate the specialized, complex equipment.

- 4.2.3. Emergency Snow Routes: Excessive snow fall during a snow emergency could prevent snow and ice control services. Snow and/or freezing events could hinder snow and ice control services.
- 4.2.4. Emergency Response: Excessive snow fall during a snow emergency could prevent snow and ice control services. Snow and/or freezing events could hinder snow and ice control services. Emergency services will take precedence over snow and ice control services.
- 4.2.5. Hills: Snow and/or freezing events could hinder snow control services.
- 4.2.6. Schools: Excessive snow fall during a snow emergency could prevent snow and ice control services. Snow and/or freezing events could hinder snow and ice

control services. When schools are not in session, snow and ice control service priorities may be adjusted to address other priorities.

- 4.2.7. Central Business District: Snow and ice control services may be delayed or interrupted due to parked vehicles or other obstructions. (Sec. 20-3 (5) Traffic Control Actions By Director of Public Works; Sec. 20-72. Impoundment Without Consent and Without Prior Notice) Motor Grader “Blade” operations will be completed during nighttime operations in accordance with parking restrictions (Sec. 20-22. Overnight, Twenty-Four-Hour, and Forty-Eight Hour Parking Restrictions – Central Business District).
- 4.2.8. Downtown: Snow and ice control services may be delayed or interrupted due to parked vehicles or other obstructions. (Sec. 20-3 (5) Traffic Control Actions By Director of Public Works; Sec. 20-72. Impoundment Without Consent and Without Prior Notice) Motor Grader “Blade” operations will be completed during nighttime operations in accordance with parking restrictions (Sec. 20-22. Overnight, Twenty-Four-Hour, and Forty-Eight Hour Parking Restrictions – Central Business District).
- 4.2.9. Residential: Snow and ice control services may be delayed or interrupted due to parked vehicles or other obstructions. (Sec. 20-3 (5) Traffic Control Actions By Director of Public Works; Sec. 20-72. Impoundment Without Consent and Without Prior Notice)
- 4.2.10. Alleys: Snow and ice control services may be delayed or interrupted due to obstacles, parked vehicles, and narrow pathways. (Sec. 20-3 (5) Traffic Control Actions By Director of Public Works; Sec. 20-72. Impoundment Without Consent and Without Prior Notice)
- 4.2.11. Sidewalks: Private sidewalks are the responsibility of the property owner as stated in the City of Minot Code of Ordinances §28-85: Sec. 28-85. - Sidewalks to be cleared of snow and ice; piling on public right-of-way restricted.

## 5. PRIORITIZATION

The prioritizations below were determined based on requirements to maintain emergency snow routes, essential and emergencies services, high trafficked areas including businesses, and school zones. The intent is to provide safe and orderly movement throughout the City. The Street Department will make the determination to proceed to next priority level when able. There may be circumstances where lower priority locations take precedence over higher priority locations. The Public Works Operations Department will strive to keep all lanes of traffic moving. During extreme conditions, travel may be limited to a single lane of traffic in each direction.

5.1. PRIORITY 1 (See Appendix III Attachment 2)

**Broadway:** 40<sup>th</sup> Ave NW to 42<sup>nd</sup> Ave SW  
**Burdick:** 42<sup>nd</sup> ST SE to HWY 2/52 bypass West  
**16<sup>th</sup> ST West:** 37<sup>th</sup> Ave SW to 36<sup>th</sup> Ave NW  
**37<sup>th</sup> Ave South:** 30<sup>th</sup> ST SW to 13<sup>th</sup> ST SE  
**35<sup>th</sup> Ave SE:** 13<sup>th</sup> ST SE to 21<sup>st</sup> ST SE  
**36<sup>th</sup> Ave North:** 16<sup>th</sup> ST NW to 13<sup>th</sup> ST NE  
**13<sup>th</sup> ST SE:** Valley Street to 37<sup>th</sup> Ave SE  
**Hiawatha Street:** Valley Street to 20<sup>th</sup> Ave SE  
**3<sup>rd</sup> ST East:** North Broadway to 14<sup>th</sup> Ave SE  
**11<sup>th</sup> Ave South:** Hiawatha Street to Burdick Expressway West  
**20<sup>th</sup> Ave South:** 13<sup>th</sup> ST SE to 16<sup>th</sup> ST SW  
**16<sup>th</sup> Ave South:** Highway 2 East to 55<sup>th</sup> ST SE  
**55<sup>th</sup> ST SE:** 20<sup>th</sup> Ave SE to County Road 12(4<sup>th</sup> Ave NE)  
**21<sup>st</sup> Ave North:** North Broadway to 35<sup>th</sup> ST NW  
**6<sup>th</sup> ST:** 19<sup>th</sup> Ave SW to 30<sup>th</sup> Ave NW  
**4<sup>th</sup> Ave NW:** Broadway to West HWY 83 Bypass

**Sidewalks and Walk Paths (Prioritized by Council):**

Broadway Bridge from Central Ave to 4<sup>th</sup> Ave NW  
4<sup>th</sup> Ave NW from Broadway to 3<sup>rd</sup> ST NE  
3<sup>rd</sup> ST NE south to 1<sup>st</sup> Ave NE

5.2. PRIORITY 2 (See Appendix III Attachment 3)

**31<sup>st</sup> Ave South:** 16<sup>th</sup> ST SW to cul-de-sac east of 13<sup>th</sup> ST SE  
**16<sup>th</sup> Ave South:** 16<sup>th</sup> ST SW to 13<sup>th</sup> ST SE  
**Valley Street:** Burdick Expressway to 13<sup>th</sup> ST SE  
**2<sup>nd</sup> ST SE:** 11<sup>th</sup> Ave to 20<sup>th</sup> Ave SE  
**27<sup>th</sup> ST East:** Valley ST to Railway Ave NE  
**Railway Ave:** 27<sup>th</sup> ST NE to Broadway  
**6<sup>th</sup> Ave NE:** North Broadway to 13<sup>th</sup> ST NE  
**University Ave:** 16<sup>th</sup> ST NW to 10<sup>th</sup> ST NE  
**7<sup>th</sup> Ave SW:** 16<sup>th</sup> ST SW to HWY 83 Bypass  
**2<sup>nd</sup> Ave SW:** 6<sup>th</sup> ST SW to 30<sup>th</sup> ST SW  
**West Central Ave:** 16<sup>th</sup> ST SW to 30<sup>th</sup> ST SW  
**20<sup>th</sup> ST NW:** 4<sup>th</sup> Ave NW to 21<sup>st</sup> Ave NW  
**27<sup>th</sup> ST NW:** 4<sup>th</sup> Ave NW to 19<sup>th</sup> Ave NW



**19<sup>th</sup> Ave NW:** Sunset Boulevard to HWY 83 Bypass  
**30<sup>th</sup> Ave NW:** North Broadway to HWY 83 Bypass  
**Central Business District** (Completed at Night Due to Parking Restrictions)

**Sidewalks and Walk Paths (Prioritized by Council):**

16th ST Underpass by 2nd Ave SW  
6th ST SW from 2nd Ave SW south to Burdick Expressway

5.3. HILLS - PRIORITY 3 (See Appendix III Attachment 4)

**NW:** 16<sup>th</sup> ST NW to 19<sup>th</sup> Ave NW to HWY 83 Bypass to 7<sup>th</sup> Ave NW  
**NW:** 16<sup>th</sup> ST NW to 11<sup>th</sup> Ave NW to 7<sup>th</sup> ST NW to 20<sup>th</sup> Ave NW  
**NE:** 11<sup>th</sup> Ave NE to Broadway to Airport Road to 3<sup>rd</sup> ST NE  
**NE:** 3<sup>rd</sup> ST NE to 11<sup>th</sup> Ave to 8<sup>th</sup> ST NE to Bavaria Drive  
**NE:** 3<sup>rd</sup> ST NE to Railway Ave to 13<sup>th</sup> ST NE to 11<sup>th</sup> Ave NE  
**SW:** 16<sup>th</sup> ST SW to Burdick Expressway to 18<sup>th</sup> ST SW to Evergreen Ave  
**SW:** 11<sup>th</sup> Ave SW to 16<sup>th</sup> ST SW to 16<sup>th</sup> Ave SW to 6<sup>th</sup> ST SW  
**SW:** Burdick Expressway to Broadway to 11<sup>th</sup> Ave SW to 6<sup>th</sup> ST SW  
**SE:** Broadway to Burdick Expressway to Valley ST to Hiawatha to 11<sup>th</sup> Ave SE

**Sidewalks and Walk Paths (Prioritized by Council):**

16th ST SW from 7th Ave SW to 37th Ave SW  
37th Ave SW from 2nd ST SE to Crossing Street SW

5.4. SCHOOLS/BUS ROUTES – PRIORITIES 4 & 5 (See Appendix III Attachment 5)

5.5. ADDITIONAL PRIORITIES

- 5.5.1. Residential Areas: Residential areas will be cleared once emergency snow routes and priorities 1 through 5 are complete. Private sidewalks are the responsibility of the property owner as stated in City of Minot Code of Ordinances §28-85: Sec. 28-85. - Sidewalks to be cleared of snow and ice; piling on public right-of-way restricted.
- 5.5.2. Non-Prioritized Sidewalks and Walk Paths: Sidewalks and walk paths for City owned property will be cleared once emergency snow routes and priorities 1 through 5 are complete. Private sidewalks are the responsibility of the property owner as stated in City of Minot Code of Ordinances §28-85: Sec. 28-85. - Sidewalks to be cleared of snow and ice; piling on public right-of-way restricted.

## 6. OPERATIONAL PROCEDURES

The intent of this section is to outline the three phases of a snow and ice event. The prioritization listed above will address how the City intends to address snow and ice events.

### 6.1. PRE-WINTER SEASON REQUIREMENTS

Step 1: Street Department will request Fleet (Shop) services to inspect and winterize all snow and ice control equipment.

Step 2: Public Works Operations Director will complete procurement policy requirements for sand, salt, and cutting edges (motor graders).

Step 3: Public Works Operations Director will verify and validate 3<sup>rd</sup> party snow removal contractors' availability.

Step 4: Street Department Superintendent will set up equipment and snow and ice control process training for personnel.

Step 5: Public Works Operations Director and Street Department Superintendent will verify and validate Fleet Paths software and GPS hardware/software are integrated and operational for snow and ice control equipment.

Step 6: Public Information Office (PIO): Release Ordinance information to local businesses and community relating to local business and community responsibilities for clearing snow on non-City owned sidewalks and identify restrictions on placement of snow on the Right of Way (ROW).

### 6.2. PRE-SNOW EVENT

Step 1: Street Department personnel will closely monitor weather developments though the National Weather Service website.

Step 2: At the discretion of the Public Works Operations Director (per Sec. 20-24.2. Snow Removal emergency routes Ordinance), proclamation of a snow removal emergency for a portion or for all emergency snow routes shall be made when determined to be in the best interest of the City.

- a. Streets Department will provide justification (per the National Weather Service) to the Public Works Operations Director (or City Manager/Assistant City Manager) in favor of declaring a snow removal emergency based on predicted conditions creating a safety concern for the community.

- b. The Public Works Operations Director (or City Manager/Assistant City Manager) will identify which portion of the emergency snow routes (including all routes) will be closed. This proclamation will specify the duration the emergency will remain in effect as outlined in Sec. 20-24.2 - Snow removal emergency routes Ordinance.
- c. The Public Works Operations Director (or City Manager/Assistant City Manager) will provide the emergency proclamation information to PIO and local broadcast media (including local newspapers when feasible) for immediate dissemination.

Step 3: Street Department will begin adjusting personnel schedules to best support 24-hour snow and ice control event operations. Personnel placed on alert status may be called back to work at any time due to changing weather conditions.

Step 4: Street Department will prepare brine mixture, brine tanks, and slide-in brine tank trucks. Street Department will dispatch brine trucks to prepare roadways for snow and ice event.

Step 5: Street Department will pre-mix salt and sand mixture to ensure availability for snow and ice event. The Street Department will prepare truck mounted slide in sanders to be dispatched when the department deems appropriate.

### 6.3. SNOW EVENT

Step 1: Upon initial snowfall, the Street Department operations will commence with dispatching of the truck mounted slide in sanders. Dependent on snow fall prediction from the National Weather Service, additional snow and ice control equipment will be dispatched as necessary.

Step 2: Snow and ice control equipment will be dispatched to the prioritized routes as identified above. NOTE: There may be circumstances where the Street Department Operators elect to move to lower priority sections. This will be based on their ability to complete the current priority (due to hazards and impediments), emergency responder requirements, and the needs of the City.

Step 3: Upon completion of the emergency snow routes (prioritized sections) and / or when personnel become available, the Street Department will begin snow and ice control efforts in the residential areas to include the non-prioritized / City owned sidewalks and walk paths. The determination to secure 3<sup>rd</sup> party contractor support will be dependent on the amount of snow fall, the availability of City

personnel, and a cost-benefit analysis which will be completed by the Public Works Operations Director and Street Department Superintendent.

*NOTE: PIO will be utilized throughout the snow event to disseminate snow and ice control progress.*

#### 6.4. POST SNOW EVENT

Step 1: Fleet (Shop) will provide support for any repairs required for snow and ice control equipment.

Step 2: Street Department will review and document snow and ice control event actions. Information will be utilized during the snow and ice control after action / implementation plan review to be conducted post winter season.

### 7. CONTINUOUS PROCESS IMPROVEMENT (CPI) METHODOLOGIES

To assure the best quality snow and ice control methods are continuously reviewed and updated, we have instituted an annual after-action review and implementation plan (AAR/IP) process.

This process considers:

- The current snow and ice control plan.
- A fixed period of time that encompasses the entire snow season.
- Documented reporting from both Fleet Paths software (snow equipment tracking software) as well as issues and concerns identified by operators conducting snow and ice control activities.

The AAR/IP will consider and consolidate information from multiple departments to ensure problem areas are identified. Once identified, a root cause analysis will be conducted to assist with future snow and ice control plan processes and future years budgets. The 2023/2024 snow season's root cause analysis identified 16 root causes that are being addressed by the Street Department during the upcoming 2024/2025 snow season. The areas of interest for this upcoming season will be:

- Equipment limitations
- Personnel – Focusing on more efficient ways to utilize personnel versus requesting more employees
- Training
- Snow removal spaces and repair staging areas
- Current snow removal policy to include signage and ordinance concerns

As indicated in this updated snow and ice control plan, equipment limitations have been identified and are being considered as part of our resourcing considerations for action plans leading to a successful snow and ice control program. Personnel utilization and training plans are also being revised to optimize this year's snow and ice control plan. Interdepartmental agreements (assistance from other departments) will be utilized to assist with snow removal and equipment repair actions to increase Street Department capabilities. Lastly, the Street Department as indicated in this updated snow and ice control plan, have taken steps to begin incorporating continuous process improvement methodologies to help improve the City's snow and ice control policies and procedures.

## **APPENDIX I**

### **SNOW AND ICE CONTROL EQUIPMENT**

<b>INVENTORY</b>	<b>EQUIPMENT</b>
8	Motor Graders with Gates
3	Truck Mounted Plow w/ Side Discharge
3	Truck Mounted Permanent Sanders
4	Truck Mounted Slide-In Sanders
2	Truck Mounted Slide-In Brine Tanks
4	Front End Loaders (FEL)
2	Henke Plow Attachment (FEL)
2	Snow Blower Attachment (FEL)
1	Metal Pless Attachment (FEL)
3	Skid Steer
2	Mini Loader
1	Snow Blower

## **APPENDIX II**

### **CITY OF MINOT ORDINANCES (As of 24 Sept 2024)**

<b>ORDINANCE</b>	<b>TITLE</b>
Sec. 20-22	Overnight, Twenty-Four-Hour, and Forty-Eight Hour Parking Restrictions – Central Business District
Sec. 20-24.2	Snow Removal Emergency Routes
Sec. 20-3(a)(5)	Traffic Control Actions by Director of Public Works – Incorporated by Reference
Sec. 28-85	Sidewalks to be Cleared of Snow and Ice – Piling on Public Right-of-Way Restricted
Sec. 28-86	Piling of Snow and Ice on Public Right-of-Way Restricted
Sec. 28-87	Failure to Remove Snow or Ice from Sidewalks – Assessment
Sec. 20-72(a)(2)	Impoundment Without Consent and Without Prior Notice

#### **SEC. 20-22. - OVERNIGHT, TWENTY-FOUR-HOUR, AND FORTY-EIGHT-HOUR PARKING RESTRICTIONS; EXCEPTION.**

(a) No person shall, within the Central Business District and between the hours of 1:00 a.m. and 7:00 a.m., park:

- (1) On Monday, Wednesday or Friday on any street; or
- (2) On Tuesday, Thursday or Saturday on any avenue.

(b) For purposes of subsection (a), an "avenue" means only a street running east and west and a "street" means only a street running north and south.

(c) No person shall park on any street for a period of time in excess of twenty-four (24) hours unless the vehicle is legally parked in the closest possible proximity to the property at which the owner or principal operator of the vehicle has established his residence.

(d) No person shall park on any street for a period of time in excess of forty-eight (48) hours.

(e) The restrictions in subsections (c) and (d) shall operate independently of, and cumulatively to, any other time limitation with respect to parking which might apply in the same circumstances which give rise to a violation of either of those subsections.

(Ord. No. 2373, § 1; Ord. No. 2410, § 1; Ord. No. 2629, § 1; Ord. No. 4226, § 1)

*Editor's note— Section 1 of Ord. No. 4226, adopted Oct. 5, 2009, changed the title of § 20-22 from "Overnight, twenty-four-hour, and ninety-six-hour parking restrictions; exception" to "Overnight, twenty-four-hour, and forty-eight-hour parking restrictions; exception."*

**SEC. 20-24.2. - SNOW REMOVAL EMERGENCY ROUTES**

- (a) Reserved.
- (b) Unless parking is otherwise permanently prohibited on a snow removal emergency route, the route shall be posted with snow removal emergency route signs at intervals of five hundred (500) feet or less, and in any event, with a sign between every two (2) intersection streets.
- (c) The director of public works or his designee has the authority to proclaim a snow removal emergency. The proclamation must designate all or a portion of the snow removal emergency routes as being affected thereby. In addition, the proclamation shall either specify that it is for a time certain or that it shall remain in effect until further public notice. The director shall offer the proclamation to the local broadcast media, including cable television, for immediate dissemination and, if feasible, shall offer it to the local newspaper for publication.
- (d) No person shall park upon a snow removal emergency route during such time as a snow removal emergency proclamation is in effect, without regard as to whether such person has knowledge of the proclamation. However, in the event that the parking occurs because of a mechanical failure on the part of the vehicle which is parked, or because the parked vehicle is stalled by snow or ice or both, the operator of the vehicle shall have a grace period of one-half (½) hour after it becomes parked in which to remove the vehicle.

(Ord. No. 3169, § 2; Ord. No. 3466, §§ 1, 2; Ord. No. 4019, § 1; Ord. No. 4226, § 2)

**SEC. 20-3. - TRAFFIC-CONTROL ACTIONS BY DIRECTOR OF PUBLIC WORKS;  
INCORPORATED BY REFERENCE**

- (a) The director of public works shall have the authority to:
  - (1) Designate those heavily traveled streets on which the use of bicycles or other nonmotorized traffic is prohibited;
  - (2) Designate traffic lanes at intersections and within multilane streets, and further to designate certain lanes as being restricted to vehicles traveling a certain direction or making certain movements;
  - (3) Designate pedestrian safety zones;
  - (4) Designate parking restrictions on streets less than thirty (30) feet in width and no parking areas, not exceeding one hundred (100) feet in length, where parking would create a hazardous condition or delay traffic;



- (5) Designate temporarily (and independently of the authority vested in the director under section 20-24.2(c) relating to snow removal emergency routes), streets upon which no parking is allowed because of ongoing or imminent snow removal operations;
  - (6) Designate crosswalks;
  - (7) Designate railroad crossing;
  - (8) Designate the placement of temporary highway construction and maintenance of traffic-control devices;
  - (9) Designate controlled access streets and the access thereto;
  - (10) Designate streets which may be used only by vehicles weighing less than a certain weight;
  - (11) Designate mobility-impaired parking spaces;
  - (12) Designate angle parking zones; and
  - (13) Designate temporarily, in consultation with the chief of police, lower speed limits in construction zones without city council approval.
- (b) The resolutions provided for in subsection (a) hereof shall be compiled by the city clerk or his delegate as a public record, which compilation is by reference thereto incorporated herein to the same extent as though set forth hereafter verbatim.
- (Ord. No. 2373, § 1; Ord. No. 2958, § 1; Ord. No. 3169, § 1; Ord. No. 3996, § 1)

**SEC. 28-85. - SIDEWALKS TO BE CLEARED OF SNOW AND ICE; PILING ON  
PUBLIC RIGHT-OF-WAY RESTRICTED**

- (a) The owner or occupant of any building, grounds, or premises abutting a street, shall keep the sidewalk abutting such premises reasonably clear of snow and ice. If the premises in question also abut on an alley, then the abutting sidewalk will be deemed to include the sidewalk crossing the alleyway (if any), up to the centerline of the alley.
- (b) When the premises abutting a street is owned by the city, any sidewalk abutting such premises shall be reasonably clear of snow and ice, in accordance with the city council approved snow plan.
- (Ord. No. 5740, § 1)

**SEC. 28-86. - PILING OF SNOW AND ICE ON PUBLIC RIGHT-OF-WAY**  
**RESTRICTED**

(a) No person shall deposit or cause any snow or ice to be deposited upon any city street or sidewalk; nor shall snow or ice be deposited or moved upon public or private property so as to create a traffic hazard or to interfere in any manner with the vision or view of a driver of a motor vehicle or pedestrian at or near street intersections or where traffic merges or near school/pedestrian crossings.

(b) No person shall deposit any snow or ice removed from any parking lot, filling station area, driveways, or from any other private property upon any public or city property or city street or sidewalk.

(c) No person shall deposit or cause any snow or ice to be deposited on or against any fire hydrant or traffic-signal-control device or traffic sign or appurtenance; or any loading and unloading area of a public transportation system or emergency access land.

(Ord. No. 5740, § 1)

**SEC. 28-87. - FAILURE TO REMOVE SNOW OR ICE FROM SIDEWALKS;**  
**ASSESSMENT**

If the owner or occupant refuses or fails to remove such snow or ice within twenty-four (24) hours after the snow or ice has fallen or accumulated, the public works director may remove or cause all snow and ice from any sidewalks or sidewalk along or in front of any building, grounds, or premises. The costs and expense of such removal of snow and ice by the city shall be assessed against the benefitting properties in accordance with chapter 40-29, N.D.C.C., as amended.

(Ord. No. 5740, § 1)

**SEC. 20-72. - IMPOUNDMENT WITHOUT CONSENT AND WITHOUT PRIOR**  
**NOTICE**

(a) The city may impound a vehicle, without the consent of the owner thereof and without the consent of any person having a legal interest therein (such as a lienholder), if at the time of impoundment:

- (1) The physical condition of the vehicle, or its location (regardless of whether it is on private property or public property and, if it is on public property, regardless whether it is lawfully

parked or stopped thereon), or both, constitute a serious and immediate danger to the health or safety of any member of the public or to the safety of private or public property; or

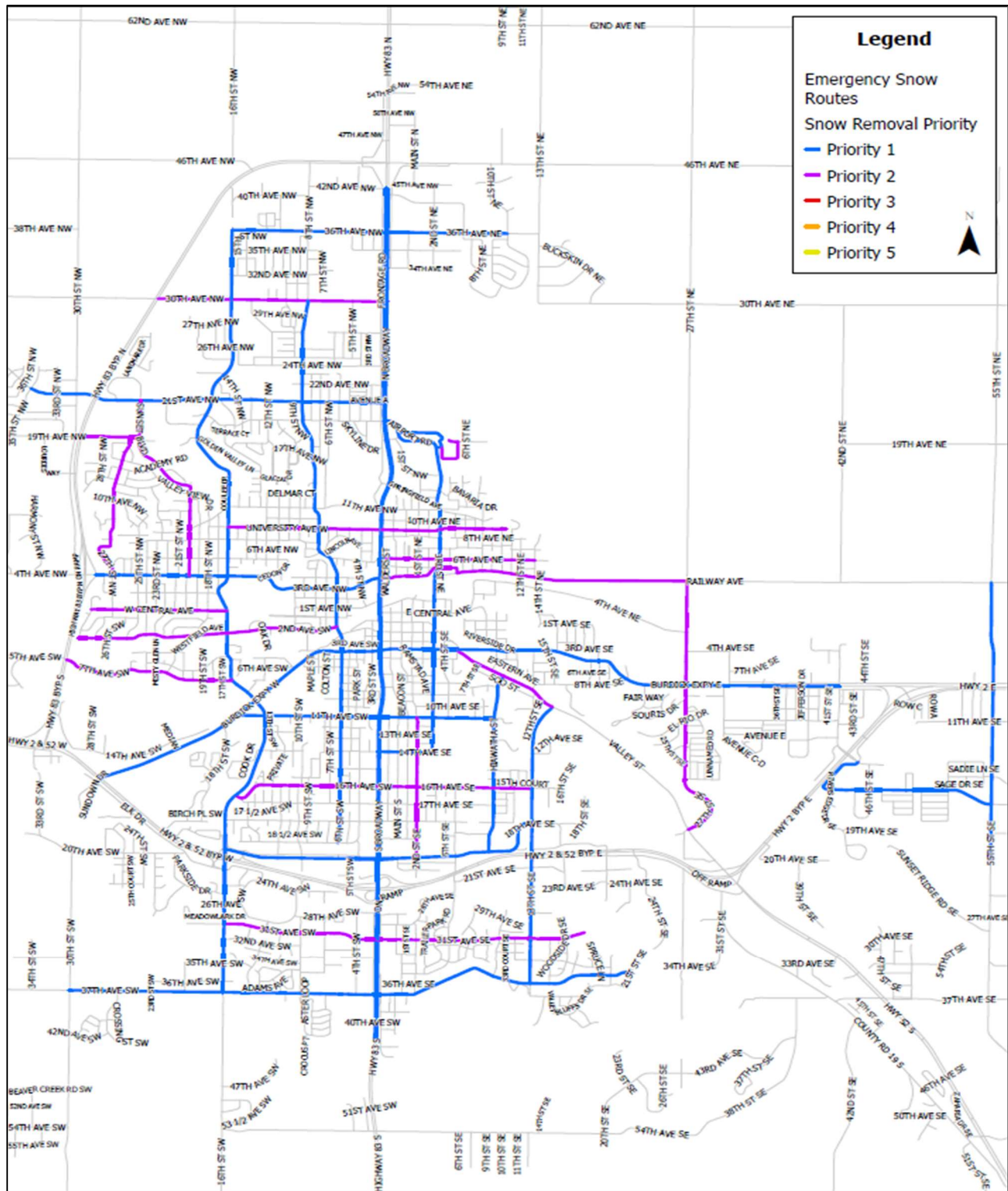
- (2) The vehicle is located on a street, highway, or other public property and is not lawfully parked or stopped thereon in accordance with this Code of Ordinances, and its location substantially and seriously interferes with:
  - a. The normal flow or traffic;
  - b. Ongoing street cleaning or snow removal operations, including the use of a snow removal emergency route for the trucking of snow (without regard to where the snow was loaded);
  - c. Any other ongoing operations performed by municipal employees in the course of their duties; or
- (3) The vehicle is located upon a street, highway or other public property (regardless of whether the vehicle is lawfully parked or stopped in accordance with this Code of Ordinances), and because of extraordinary circumstances not reasonably contemplated by the owner thereof, such as, for example, fire, windstorm or flood, actual or impending, the vehicle, or its contents, or both, are in immediate danger of being damaged, destroyed, or stolen;
- (4) Prior notice would be otherwise required under this article, but, based upon the facts then known to the city it reasonably appears that such prior notice, if given, would be ineffectual because the owner is incompetent or incapacitated, and after a reasonably diligent search no one can be found who is looking after the interests of the owner;
- (5) Prior notice would otherwise be required under this article but the identity of the owner, or his last-known address, or both, cannot with reasonable diligence be ascertained;
- (6) Impoundment of the vehicle without prior notice to the owner thereof is otherwise authorized by law, such as, for example, when the vehicle is known or reasonably believed to be the fruit or instrumentality of a crime and because of other circumstances subject to seizure as such without a warrant;
- (7) The vehicle is parked in a no-parking immediate tow-away zone, which zone is properly posted with signs as required by section 20-52;
- (8) The vehicle is parked within a fire lane, whether on private or public property, which has been posted in the manner required by law; or
- (9) The vehicle is parked at the City of Minot International Airport:

- a. In such a manner as to block the movement of other parked vehicles; or
  - b. Within a loading zone beyond the time limitation applicable to the loading zone (which loading zones the airport manager is hereby delegated the authority to designate), provided that fair warning signs as to the time limitations have been posted.
- (b) If a vehicle may be impounded under this section without prior notice to the owner thereof, then it is immaterial that there may also be ground for impounding the vehicle under section 20-73, and this section governs.
- (c) Whenever under the terms of this section the city may take action in respect to a vehicle without the consent of the owner of the vehicle, then it is not obligated to provide prior notice of its intentions in that regard to the owner of the vehicle, or to any other person having a non-ownership interest therein, such as, for example, a lienholder. Nevertheless, at its discretion the city may endeavor to provide prior notice to such persons, without, however, a failure to accomplish such notice, or a defect in the notice, in any way diminishing or waiving the city's right to proceed without giving prior notice.

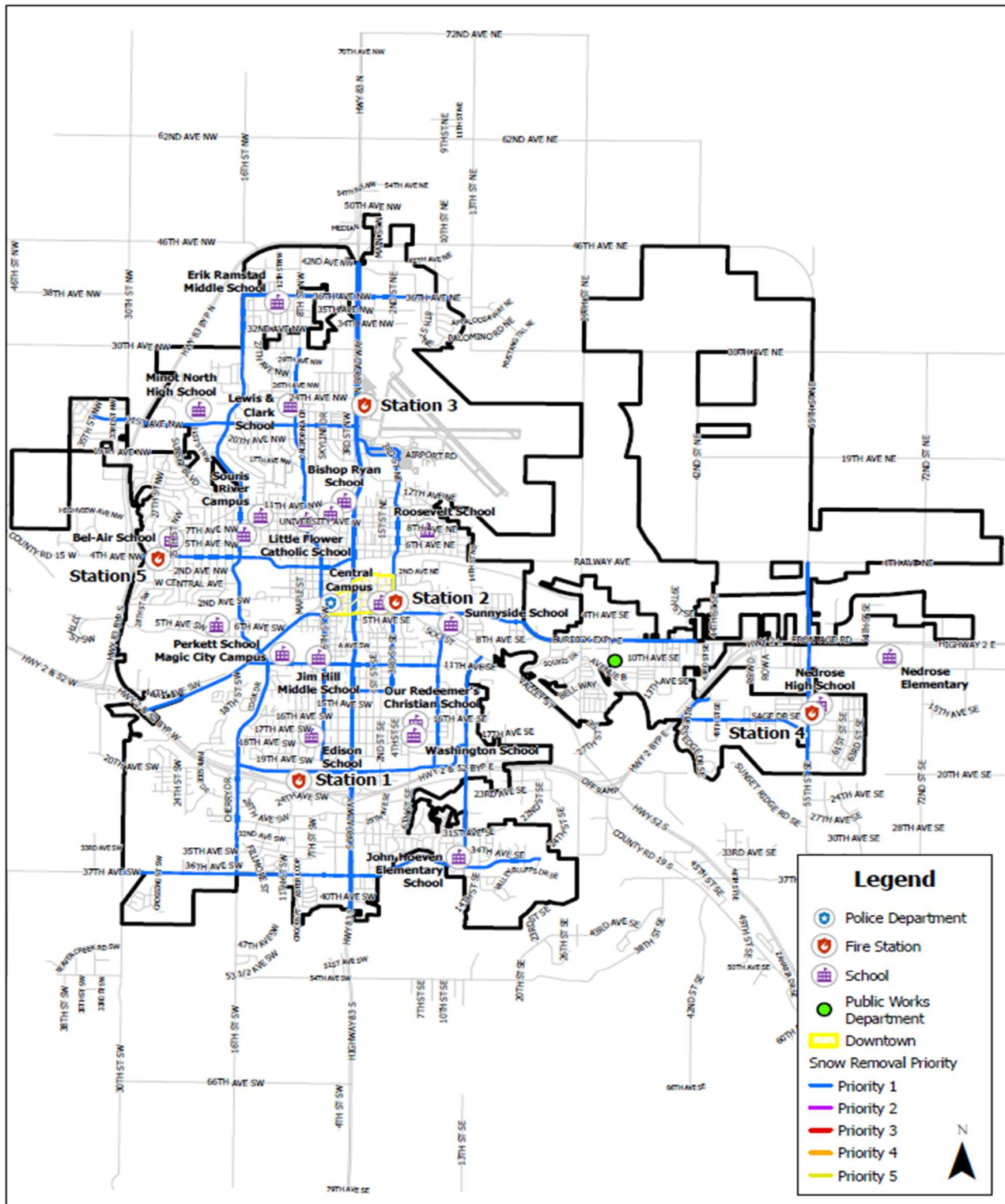
(Ord. No. 2373, § 1; Ord. No. 2986, § 1; Ord. No. 3169, § 4; Ord. No. 3687, § 1)

## APPENDIX III

### Attachment 1: Emergency Snow Routes

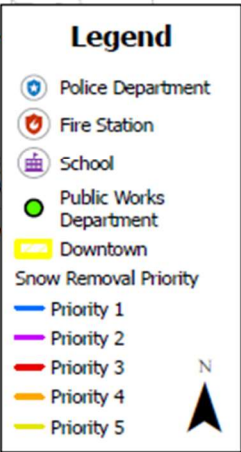


## Attachment 2: Priority 1 Routes



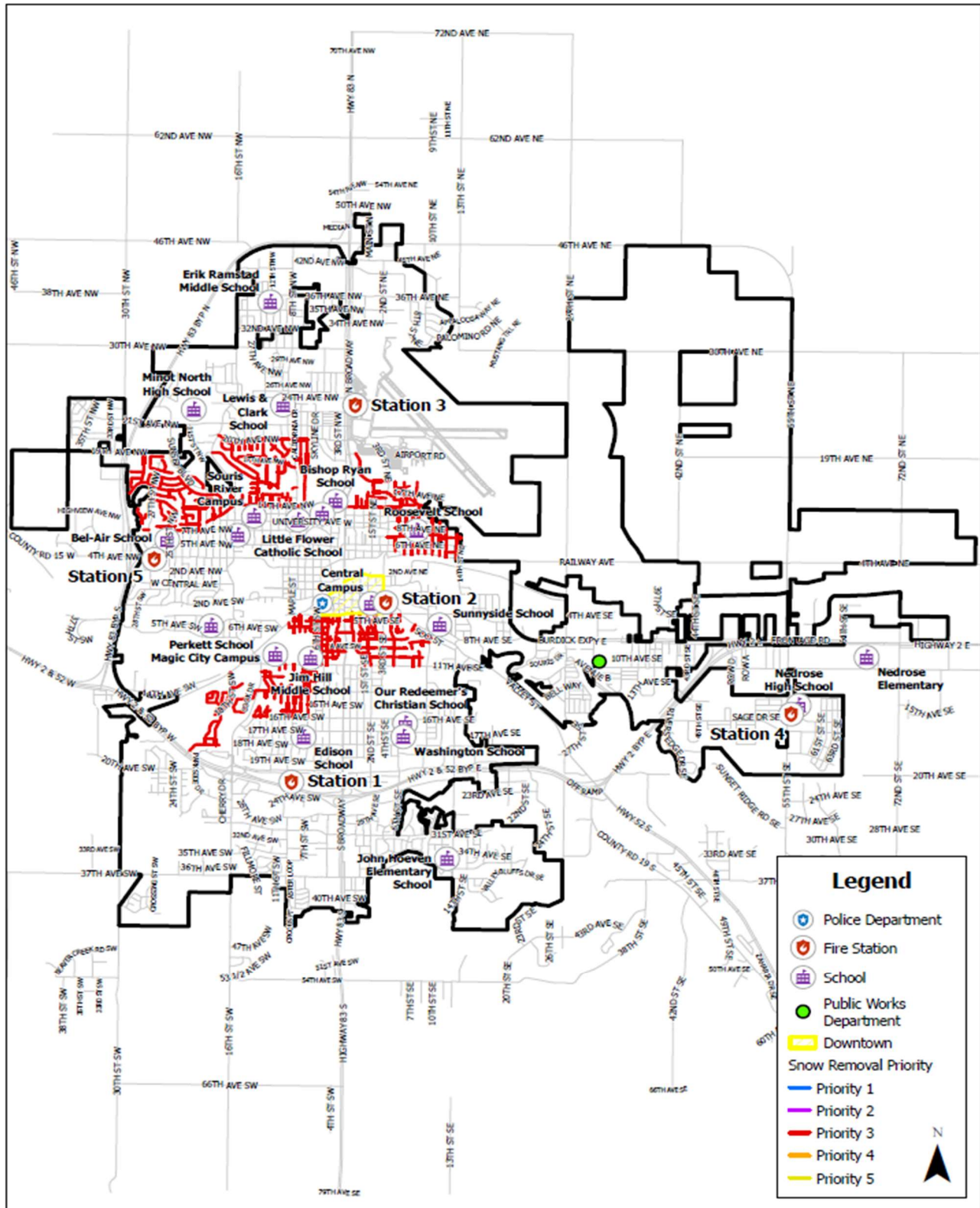


## Attachment 3: Priority 2 Routes



## APPENDIX III

### Attachment 4: Priority 3 Routes





### APPENDIX III

#### Attachment 5: Priority 4 & 5 Routes

