

TWIN FALLS STREET DEPARTMENT

SNOW AND ICE CONTROL
POLICIES AND PROCEDURES MANUAL

Last Updated: October 2025



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I. INTRODUCTION

PURPOSE

The purpose of this manual is to establish an acceptable policy and operational procedures for snow and ice control on public streets under the jurisdiction of the City of Twin Falls. This policy provides a uniform understanding of the priorities and procedures used to combat accumulation of snow and ice on City streets.

OBJECTIVE

The objective of these policies and procedures is to provide adequate traction for vehicles properly equipped for winter driving conditions. Priority is given to streets which carry the largest traffic volume. Limited resources preclude service on lower priority streets until higher priority streets have been taken care of. It should be expected that during storms of high intensity or long duration and during non-regular working hours, drivers on lower priority streets will likely encounter snow-packed or icy conditions. Snow and ice control operations will continue during regular hours and/or until priority streets have passable pavement or when plowing is no longer effective.

SCOPE

This policy applies only to public streets under the jurisdiction of Twin Falls and agreements with the Idaho Transportation Department. As of 2025, the city has over 600 lane miles of arterial, collector and residential streets it maintains.

In order to provide efficient snow removal services, the city entered into a cooperative maintenance agreement with the Idaho Transportation Department. Under this agreement, the City of Twin Falls is responsible for snow plowing on Blue Lakes Blvd, Pole Line Rd, Addison Ave W, 2nd Ave N & E, 2nd Ave S & W, and Kimberly Rd within City limits.

Snow removal from select City-owned parking lots is provided by a private contractor contracted through Utility Billing. The Parks and Recreation Department, Water Department, and Wastewater Department assist when needed.

The city ordinance assigns the responsibility of sidewalk snow removal to the adjacent property owner. (City Code 7- 5-1)

II. POLICIES

RESPONSIBILITY

The responsibility for implementing the snow and ice control policy lies with the Street Superintendent or his designee after regular working hours. The Public Works Director may choose to authorize the use of additional resources when conditions warrant.

TRAINING

Prior to the start of the snow season, the Street Department will conduct training for personnel that may be involved in snow control activities from other departments. The training will consist of hands-on equipment training, including the operation of salt spreaders, snowplows, front-end loaders and other equipment as needed.

WEATHER MONITORING

Street Department supervisors currently use the National Weather Service's daily hazard briefings to monitor weather conditions and schedule snowplow crews based on these forecasts.

COMMENCEMENT OF OPERATIONS

The Street Department will monitor weather conditions whenever there is potential for ice or snow developing on city roadways. During normal working hours the Street Department Superintendent or his designee will authorize the commencement of plowing and salting. If snow or ice begins accumulating on the streets after regular working hours the Twin Falls Police Department notifies the Street Department On-call personnel. While only one person is on call, he/she may call in others to assist in snow removal operations. If snow accumulates overnight, On-call personnel should be notified by 3:00 am. This gives the Street Department time to complete the priority 1 roads prior to traffic getting congested.

PRIORITIES

A limited number of resources and the need to provide the greatest level of safety and benefit to the traveling public in an efficient manner, necessitate priority be given to heavily used streets above those more minor in nature. Therefore, streets with higher use have a higher priority for snow removal service. Minor streets which require proportionally more time for snow removal for the amount of traffic served have lower priority.

Street priority snow removal maps are included in the appendix and are available for review on the City's website. City streets have been divided into the following two snow removal priority categories:

Priority 1: These are arterial, major and minor collector streets, which include approximately 270 lane miles.

Priority 2: All other streets not designated as Priority 1; these include approximately 396 lane miles of streets.

III. OPERATIONS PLAN

EQUIPMENT RESOURCES

The Street Department has a variety of equipment to utilize in snow removal activities. Equipment includes:

- Five (5) salt spreading trucks equipped with plows
- Four (4) salt brine trucks for pre-treatment
- One (1) front-end loader equipped with a plow
- One (1) front-end loader equipped with a snowblower
- One (1) front-end loader for loading salt
- Four (4) dump trucks
- Skid steer with plow
- Two (2) motor graders equipped with plows

The Street Department also utilizes equipment from other departments to assist with snow removal activities.

This equipment includes:

- Three (3) backhoes from the Water Department
- Two (2) pickup trucks with plows from the Parks Department
- One medium duty truck with plow from the Wastewater Department.

Whenever equipment is active, Fleet Maintenance personnel may be called in to support the operation and to make necessary mechanical repairs.

STAFFING

There are currently 16 employees who work full-time for the Street Department. These employees include 13 operators and 2 supervisors that operate plows, salt spreaders, graders, and front-end loaders for snow removal. The Street Department Superintendent and Public Works Administrative Assistant support snow removal operations by logging and dispatching service requests. The City's

Public Information Officer is also utilized during snow removal operations to communicate information to the public and media.

SCHEDULE	SHIFTS	NUMBER OF EMPLOYEES
Normal Work Schedule* Monday through Thursday	7:00 am to 5:00 pm	16 employees
On-Call	24 hrs.	1 employee**
SNOW SCHEDULE*		
	Shift 1- 7:00 am to 7:00 pm	
	Shift 2- 7:00 pm to 7:00 am	
Office Staff	7:00 am to 5:00 pm After hours if needed	

***Due to the nature of snow and ice control activities, the Street Department may change schedules as needed to complete snow and ice control activities.**

**** Street Department employees rotate through the on-call schedule**

RESPONSE PLAN

When weather forecasts indicate a pending storm may deposit snow within the city, the Street Department will pre-treat Priority 1 streets with salt brine to aid in ice and snow control.

Priority 1: Priority 1 streets are the first streets that receive plowing and salting. Once Priority 1 streets are deemed safe for travel during or after a snow event, focus may be shifted to Priority 2 roads.

Priority 2: Priority 2 streets will only be addressed if Police and Fire services are impacted. **Under normal circumstances residential roads are not plowed.**

In the event Police and Fire services are impacted, operations may shift to areas impacted to aid in access for those services.

If during snow removal operations on lower priority streets, conditions deteriorate on Priority 1 streets, focus will be shifted back to higher priority streets as necessitated by the snow event.

CONTINUATION AND COMPLETION

Although no snow event is exactly the same, it could take several hours AFTER the snow stops falling to plow and salt Priority 1 streets.

During major storms, traffic on low-priority streets usually causes the snow to become packed or icy. When snow has become compacted on low-priority streets and icy conditions exist, trucks may be dispatched to apply sand for traction in those areas. These requests for service will be handled on a case-by-case basis.

It is the Street Departments intent to continue winter storm control operations until Priority 1 streets meet the **minimum** level of service described below in the level of standards section. This level of service should provide, with some exceptions, for passage by a properly equipped and prudently operated vehicle down most City streets. Some travel delays may be encountered by banked snow and surface conditions requiring slower speeds. Be aware that the amount of snow and sustained subfreezing temperatures may hinder achieving this level of service on City streets in a timely manner. To preserve resources and protect the environment, winter storm control operations will cease when a **minimum** level of service is reached for Priority 1 streets.

PRE-STORM APPLICATION OF SALT BRINE

The Street Department will begin pre-applying salt-brine to Priority 1 streets at a target rate of 40 gallons per lane mile to aid snow removal when weather forecasts indicate a pending storm is anticipated to deposit snow within the city. This application can generally be completed within 10 hours utilizing four (4) truck mounted applicators. This application helps prevent the bonding of snow and ice to the road surface on higher priority streets.

The Street Department will utilize its brine maker to produce a 23.3% salt brine solution and will strive to pre-treat all 270 lane miles of Priority 1 roadways ahead of any anticipated storm. This effort should provide increased efficiency and result in the use of less snow and ice control materials and manpower.

SALTING

Salting is generally completed in conjunction with plowing in conformance with the priority road response system.

Once operations have begun, salting will continue until the priority 1 streets have had traction restored. Depending on the weather conditions, arterial and collector streets may receive multiple applications along with other high use intersections or streets with steep inclines. To conserve salt, if temperatures are anticipated to stay below 15 degrees for an extended amount of time, only sand will be applied to enhance traction on extremely slick streets.

It is our policy to practice salt/liquid deicer conservation through careful storage and application of salt and other deicing products. Salt is very effective and economical for snow/ice control, but over

application of salt at low ambient temperatures decreases the effectiveness which wastes money and depletes critical resources.

SALT STORAGE

The City has two salt storage facilities with a capacity of approximately 600 tons. Orders for salt delivery are regularly made to keep the storage facility at capacity. When at capacity, the Street Department has enough salt to cover Priority 1 roads 12 times.

SANDING

Sanding alone is conducted when roads are icy and low ambient temperatures decrease the effectiveness of salt. Sand may be used on snow-packed roads and in residential areas to increase traction.

BRIDGES

The Street Department is responsible for the maintenance of one bridge within City limits. Bridges often become icy before the adjacent streets because the ambient air temperature is lower beneath the bridge than the ground temperature beneath the pavement. The bridge is monitored for icy conditions by Street Department personnel during normal working hours and after hours by the Police Department.

Salt brine is usually applied to the bridge deck before a snow or ice event to prevent the snow and ice from bonding to the bridge deck. If ice is present, salt or a salt and sand mixture may be spread to increase traction and melt ice.

LOADING AND HAULING OF SNOW

Loading and hauling snow from City streets is the most expensive and time-consuming snow removal activity undertaken by the Street Department. This practice is minimized to the maximum extent possible and will only be implemented when there are no other alternatives to maintain access to adjacent properties, or other extenuating circumstances.

PUBLIC RELATIONS

Providing information to the public is a vital part of the snow removal process. Residents need to know how they can help facilitate snow removal and what to expect in terms of a response by the Street Department in winter storms. Messages sent to the public can range from simple requests to remove parked vehicles from the street to notification of street closures, or other severe conditions. Prior to snow season each year, the city will convey information regarding how to sign

up for notifications, where to find information, sidewalk snow removal requirements, prohibitions against throwing or blowing snow on to City streets and snow removal priorities.

During storms, the Street Department office will be staffed appropriately to manage requests for service according to storm intensity.

The Street Department will work closely with the City's Public Information Officer to convey information regarding snow removal activities as needed and to request resident compliance with snow removal parking restrictions.

To sign up for notifications from the City of Twin Falls, go to www.tfid.org, click on the blue NOTIFY ME button, and follow the instructions on the page.

DISPATCHING REQUESTS FOR SERVICE

Requests for service will be handled by the Public Works Administrative Assistant. Since snowplow operators are already trained to follow priorities established by policies and procedures contained herein, it is inefficient to respond to individual concerns before allowing operators to respond in accordance with existing policies.

Office staff will log requests for service and periodically forward these logs to snow removal supervisors for review and potential action. Supervisors will use these logs to direct operators to areas of concern, after they have achieved the goals established within existing snow removal policies.

Supervisors will be notified immediately of hazardous conditions or new snow accumulation on higher priority streets, roadways impacted by drifting snow or other emergency conditions.

DEVIATIONS

Deviations from standard policies and procedures may occur due to unusual or extraordinary circumstances. Every winter storm has unique characteristics such as storm intensity, duration, wind, temperature, and moisture content that influence the methodology used in response to each storm. Deviations and exceptions from the general priorities and procedures may be made when, in the judgment of the authority responsible, such deviations will best support meeting established objectives and ensuring public safety.

IV. LEVEL OF SERVICE STANDARDS

Snow and ice control measures are directed at achieving and maintaining relatively safe traffic movement on public streets within a reasonable time period. These operations are guided by following the priority ranking of streets and established levels of service standards. Therefore, snow and ice control efforts are first concentrated on obtaining a *minimum* level of service for

Priority #1 roadways, (main arterials and collectors, which carry most of the traffic), before residential and other low – volume streets and cul-de-sacs are serviced.

Level of standards:

- The **BEST** level of service is reached when all Priority #1 roadways are “bare pavement”, and clear of snow and ice from curb to curb. Reaching that objective takes considerable time and resources and is affected by the variables of meteorological conditions, traffic activity and the amount and type of materials applied. The width of certain streets and the number of turn lanes are also factors.
- The **MINIMUM** level of service for Priority #1 roadways is to clear and salt through lanes and left turn lanes down to bare pavement/packed snow cover. Exclusive right turn- lanes and joint center turn lanes may be left unplowed or salted during initial operations. Snow may be present along curbs / shoulders.
- The **ACCEPTABLE** level of service for residential and other low volume streets and cul-de-sacs is to provide a navigable surface. Streets may still have snow or ice packed on them, but plowing / sanding / salting should allow a vehicle to travel the street safely on at least one center lane. **Note that under normal circumstances we will not plow residential streets or cul-de-sacs.**
- During periods of continuous snowfall, plowing operations will generally be directed towards center medians, joint center turn-lanes or the middle of wide, 2 lane roadways. Depending upon meteorological conditions and the amount of accumulated snow from one or more storms in succession, this accumulation of snow may remain in these areas for a period of time. During this time, every effort will be made to provide access through these areas of deposited snow at street intersections. But the City will not provide access to individual driveway approaches through these areas of deposited snow. Nor will we remove snow from in front of individual street side mailboxes.
- Special attention will be given whenever practical to grades, curves, bridges or other locations known to be more difficult or hazardous to negotiate during periods of snowfall or freezing weather. Streets that provide access for certain institutional, academic, cultural, social or commercial areas may also receive priority treatment as time, traffic and conditions warrant.

AUTHORITY

The Street Department Superintendent, or his designee during non-working hours, has the authority to call out and direct snow removal resources. The Public Works Director may authorize additional resources from within the Department and coordinates press releases and other public information updates through the City’s Public Information Officers. The Public Works Director may also seek assistance from other Departments within the City to provide additional labor to meet the conditions

ADDITIONAL RESOURCES

- Overtime authorization
- Up to 15 employees from the street department split into two (2) crews, 12-hour shifts of five (5) employees per crew, to operate snow removal equipment.
- Additional employees from other departments as needed.

PUBLIC INFORMATION

Informational press releases, media interviews, social media posts, text alerts, City website notifications, and other notifications as deemed appropriate that may include requesting snow removal parking compliance will be coordinated through the City's Public Information Officer.

V. SNOW EMERGENCY

DEFINITION AND PROCEDURE

An **Emergency** is where the recorded snow depth reaches or exceeds 12 inches in the roadway assessed without consideration for redistribution caused by blowing and drifting. Resources will be committed to Priority 1 streets first. Additional resources, as described below, may be brought into clear lower-priority roads. Only after Priority 1 streets are cleared will resources be shifted to Priority 2 streets. If Police and Fire services are impacted, prioritization will be based on their needs.

In snow emergencies streets will be cleared during the normal daily scheduled hours. If during snow removal operations on lower priority streets conditions deteriorate on Priority 1 streets, focus will be shifted back to these higher priority streets as necessitated by the snow event. In this type of event, it could be several days before plows are able to cover Priority 2 roads.

The City of Twin Falls is currently broken into eight (8) maintenance zones. The Zone maintenance map is included in the appendix. Emergency plowing will follow the current maintenance zones.

Not all storms are the same and may affect different areas of the city differently. Priority may be given to areas of the city where the storm has had a bigger impact or Emergency services have been impacted.

In the event of a Snow Emergency, residents may be asked to move vehicles off streets. Every effort will be made to give a minimum of 24-hour notice to residents of zones being plowed so vehicles can be moved. Due to the narrowness and lack of on-street parking in some zones. Roads with vehicles parked on the right-of-way will be skipped.

Parking restrictions for Zones being plowed are as follows:

No parking from seven o'clock (7:00) a.m. local time until five o'clock (5:00) p.m. or until snow removal activities are determined by the Street Superintendent to be completed for the Snow Event.

Informational press releases, media interviews, social media posts, text alerts, City website notifications, and other notifications deemed appropriate will be used to notify residents of current Zones being plowed.

ON-STREET PARKING

It is dangerous and difficult to plow narrow streets that are congested with parked vehicles. Plowing around parked cars limits the effectiveness of snow removal activities. Some narrow streets may not be plowed if equipment cannot safely drive down them. The most helpful thing residents can do to facilitate snow removal is to move vehicles off the street and encourage their neighbors to do the same.

Twin Falls City Code prohibits all night parking on any street designated by the city during the hours of two o'clock (2:00) A.M. and six o'clock (6:00) A.M. (City Code 9-6-9)

Any vehicles parked on streets within Twin Falls after a Snow Event impeding snow removal will be subject to ticketing, relocation, and towing in accordance with City Code. Visit the City website for updates and more information (City Code 9-12-4)

PRIVATE PROPERTY SNOW REMOVAL

Blowing, throwing or pushing snow from driveways and sidewalks into the street creates additional work for snowplow operators and may create significant traffic hazards. Some businesses and residents have pushed large piles of snow into the street, hoping it would melt quickly. The snow pile is a hazard itself, but the ice created when the melting snow freezes can make the situation even more dangerous. Move snow onto landscaped areas in the yard or parking lot. The City Code prohibits placing snow upon any public street, sidewalk, easement, right-of-way, or public way, alleyway or sidewalk. (City Code 8-2-9 B, C)

CUL-DE-SACS

There are over 250 cul-de-sacs in the City Twin Falls. It takes considerably longer to clear snow from cul-de-sacs than continuous stretches of City streets. Because of the high cost-to-benefit ratio, cul-de-sacs and dead-end streets have the lowest priority for snow removal. In an **emergency** event, crews will make one (1) to two (2) passes around the perimeter of the cul-de-sac with a snowplow, pushing the snow to the middle of the cul-de-sac. Snow **may** be removed from the cul-de-sac at a later date.

This is a low priority activity that is generally the last activity to be completed after an emergency snow event.

SIDEWALKS

Snowplow operators try to avoid placing snow on sidewalks, but in some instances this may not be possible. The adjacent property owner is responsible for keeping sidewalks clear. (City Code 7- 5-1)

RESIDENTIAL DRIVEWAYS

One of the most frequent concerns in the removal of snow from public streets is snow being deposited at the approach to residential driveways during plowing operations. As plows travel along streets, the snow accumulated on the plow blade has no place to go but on to the adjacent street landscaping areas and in driveways. The more snow that has fallen, the greater the problem that is created. Residents can help this situation by piling snow they have shoveled from their driveways onto their property and not in the roadway.

MAIL DELIVERY

City snow removal operators make every effort to remove snow as close to the curb as practical and to provide access to mailboxes for postal carriers. However, it is not always possible to provide ideal conditions and not damage mailboxes due to the size and type of equipment the City operates. If there is an accumulation of snow blocking your mailbox it needs to be removed.

BROKEN TREE LIMBS

During heavy storms, tree limbs may be broken. Please call (208) 736-2226 to report limbs blocking traffic. Broken limbs outside the roadway are the responsibility of the tree owner.

SAFETY TIPS

- When trucks are plowing snow and spreading sanding material, stay back from the vehicle 100 feet to avoid problems.
- Plow trucks occasionally must back up. There are blind spots in the mirrors. For your safety, do not pull up directly behind them. They may not be able to see you.
- When cleaning driveways or parking lots, do not put snow in the street. This can cause problems for other motorists.

Plow trucks generally push snow to the passenger side of the truck (right side when looking at it from the rear). Never attempt to pass a truck on the right since there can be much more snow on that side of the vehicle.

COPY

COOPERATIVE AGREEMENT
FOR MAINTENANCE OF STATE HIGHWAYS IN Twin Falls City

THIS AGREEMENT, made and executed in duplicate this 29th day of December, 2003, by and between the IDAHO TRANSPORTATION DEPARTMENT, hereinafter called the "State," and the CITY OF Twin Falls, hereinafter referred to as the "City."

WITNESSETH:

1. RECITALS

The parties desire to provide for the maintenance of state highway routes within the City as provided in *Idaho Code, Section 40-310(5)*, and to arrange herein for the particular maintenance functions to be performed by the City and those to be performed by the State and to specify the terms and conditions under which such work will be performed.

2. AGREEMENT

This agreement shall supersede previous Cooperative Maintenance Agreements. In consideration of the mutual covenants and premises herein contained, it is agreed that the City will perform such maintenance work as is specifically delegated to and the State will perform those particular functions of maintenance delegated to it on the state highway routes or portions thereof as hereinafter described under Sections 13, 17, and 17-a hereof or as said sections may be subsequently modified with the written consent of the parties hereto acting by and through their authorized representatives.

3. MAINTENANCE DEFINED

Maintenance is defined as follows:

- a. The preservation and keeping of right-of-way and each type of roadway, structure, and facility in the safe and usable condition to which it has been improved or constructed, but does not include reconstruction or other improvement.
- b. Provisions as necessary for the safety and convenience of traffic and the upkeep of traffic control devices.
- c. The general utility services such as roadside planting and vegetation control.
- d. The special or emergency maintenance or repair necessitated by accidents or by storms or other weather conditions, slides, settlements, or other unusual or unexpected damage to a roadway, structure or facility.
- e. Upkeep of illumination fixtures on the streets, roads, highways, and bridges, which are required for the safety of persons using the said streets, roads, highways, and bridges.

4. DEGREE OF MAINTENANCE

The degree and type of maintenance for each highway or portion thereof shall mean doing the work and furnishing the materials and equipment to maintain the highway facility herein described in a manner as near as practicable to the standard in which they were originally constructed and subsequently improved.

5. LEGAL RELATIONS AND RESPONSIBILITIES

Nothing in the provisions of this agreement is intended to affect the legal liability of either party to the contract by imposing any standard of care respecting the maintenance of state highways different from the standard of care imposed by law.

It is understood and agreed that neither the State, nor any officer, agent, servant, or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by the City or in connection with any work, authority or jurisdiction delegated to the City under this Agreement for Maintenance. The City, its officers, agents, servants, or employees, shall not be responsible for any damage or liability arising in connection with work to be performed by the State which is not otherwise delegated to the City.

6. HIGHWAY

Highway, as used herein, includes the entire right-of-way which is secured or reserved for use in the construction and maintenance of the traveled way and roadsides as hereinafter described.

7. ROADWAY

Roadway means the area between the inside face of curbs or the area between the flow lines of paved gutters; otherwise, the entire width within the highway which is improved for vehicular use including improved shoulders and side slopes, if they exist.

8. IMPROVED ROADSIDES

Improved roadside is the area between the roadway, as defined under Section 7, and the right-of-way boundary lines, including curb and sidewalk.

Curb relates to a timber, concrete, asphalt, or masonry structure separating or otherwise delineating the roadway from the remainder of the highway and shall include paved gutters. Medians that separate the roadways for traffic in opposite directions are considered a part of the improved roadsides. Sidewalk applies to the paved or otherwise improved surface area between the face of curb or edge of roadway and right-of-way boundary, including paved entrances or driveways.

9. UNIMPROVED ROADSIDES

Unimproved roadsides relate to the area between the roadway and right-of-way boundary wherein curbs and sidewalks do not exist.

10. BRIDGES

Bridges are structures that span more than 20 feet measured between abutments along the centerline of the street and multiple span structures where the individual spans are in excess of 10 feet measured from center-to-center of supports along the centerline of the street. All other cross-drainage structures shall be classified as culverts.

11. TRAFFIC CONTROL DEVICES

Traffic control devices include all signs, pavement markings, and highway illumination placed on or adjacent to the street or highway for the regulations, guidance, warning and aid of pedestrian and traffic movement thereon. Traffic signals will be treated under a separate agreement.

12. FRONTAGE ROADS

Frontage roads are roads constructed on either side of the highway to provide authorized road access to adjacent properties in lieu of access directly from the highway.

13. ROUTINE MAINTENANCE

Routine maintenance to be performed on the roadway or roadsides shall consist of such work as patching, spot sealing, crack sealing, snow plowing, snow removal, sanding, care of drainage, upkeep and repair of bridges, culverts, curbs, benches and sidewalks, street sweeping and cleaning, repair of damage and cleaning up after storms and traffic accidents, control of roadside vegetation, care of landscaped areas, planters, trees or other ornamental plantings, and upkeep and operation of traffic control devices, all in the manner as hereinafter specified.

a. Roadway

- (1) Surface Repair: The patching of holes, depressed areas, spot sealing, undersealing, etc.
- (2) Crack Sealing: The cleaning, filling and sealing of cracks in pavement with sealing compounds.
- (3) Sweeping and Cleaning: The removal of dirt or litter normally coming onto the roadway from action of traffic or from natural causes, such as flood and storm debris.
- (4) Snow Removal: The removal of snow from the roadway by plowing, sweeping, and hauling and shall include applying sand and/or salt when required. The hauling away of snow need only apply on those highway sections where snow storage is limited or at such times when accumulations become greater than storage area capacity.
- (5) Utilities: Including manholes, boxes or other appurtenances shall be maintained by their owners.
- (6) Storm Sewers: Shall be kept clean and free from debris; traps and sumps cleaned as required after each storm.
- (7) Culverts: Shall be kept clean and free from debris; inlets and outlets shall be kept free of debris and growing grass or brush.

b. Bridges

Shall be inspected in accordance with the national inspection standards of *U.S. Code, Section 116(d), Title 23*, administered by the State. Bridges designed to AASHTO H-20 or better standards must be inspected on a frequency not to exceed two years. Bridges that are posted for restricted weight limits and/or designed to AASHTO HS-15 or less will be inspected on an annual basis. Inspections are to be accomplished by a qualified inspector. The State's district engineer shall be immediately notified of major defects. See current edition of *AASHTO Manual for Maintenance Inspection of Bridges* for inspector's qualifications, inspection reporting procedures, and structural analysis for load capacity of bridges.

c. Improved Roadsides

- (1) Curbs: Shall be kept in repair by cleaning, patching, lifting, and aligning.

- (2) Sidewalks: Shall be kept in repair by cleaning, patching, lifting, aligning, and regrading if of gravel or other non-cemented material.
- (3) Lawn or Grass Areas: Shall be kept mowed, watered, edges trimmed, and the watering operations shall not flood or sprinkle on the roadway.
- (4) Trees and Plantings: Shall be kept trimmed with dead material removed and hazardous limbs pruned. This agreement shall not be construed as restricting, prohibiting or otherwise relieving the City of the responsibility for inspection and upkeep of trees in a manner that will insure maximum safety to both vehicular and pedestrian traffic or to restrict or relieve the City from following the same policy and procedure generally followed by it with respect to streets of the City in the matter of requiring sidewalk repairs and control of vegetation to be made by or at the expense of abutting owners who are under legal obligation to perform such work.
- (5) Benches and Planters: Shall be kept in repair by cleaning, patching, aligning, and painting.

d. **Unimproved Roadsides**

- (1) Ditchings: Foreslopes, backslopes, and ditches shall be bladed and ditched regularly as required to keep as near as possible to the original typical cross section.
- (2) Cleaning: Foreslopes and backslopes shall be mowed as required. Trees and shrubs shall be kept trimmed, dead material removed and hazardous limbs pruned, waterways shall be kept free of debris.

e. **Traffic Control Devices**

Traffic control devices installed and maintained on the urban extensions of the State Highway System shall be in conformance with the recommendations and specifications of the current *Manual on Uniform Traffic Control Devices for Streets and Highways* as approved by the American Association of State Highway and Transportation Officials (AASHTO) and as adopted by the Idaho Transportation Department. The maintenance to be performed on these items shall consist of furnishing all necessary labor, material, services, and equipment to install, replace, operate, and/or repair in accordance with this agreement.

All traffic control devices installed inside the full control of access limits of the Interstate Highway System shall be the responsibility of the State.

- (1) Route Guide Signing: This includes all official designation guide signs at junctions of the urban extensions of the State Highway System, all entering community signs and all U.S. or State Highway System route markers necessary to properly identify and keep the motorist sure of the routes.
- (2) Other Guide Signs: This includes all other guide signs of an informational nature identifying streets, city parks, landmarks, and items of geographical or cultural interest that the community desires to sign.
- (3) Warning Signs: These will include all signs used to indicate conditions that are actually or potentially hazardous to users of the highway or street.
- (4) Speed Signs: These will include all regulatory signs to indicate speed limits that have been designated in accordance with statutory provisions.

- (5) Other Regulatory Signs: These will include all regulatory signs, other than the speed sign and lane control sign which are used to indicate the required method of traffic movement or use of the public highway or street.
- (6) Highway Lighting: This includes all fixed illumination of the roadway or sidewalks for purposes of providing better visibility of persons, vehicles or roadway features. All highway lighting shall be installed and maintained in accordance with current policies of the State. Maintenance shall include all upkeep of supports, interconnecting service, electrical energy costs, cleaning, lamp renewal, and associated labor and material costs required to maintain the lighting system in continuous nighttime operation.
- (7) Lane-Line Markings: These will include those lines dividing the roadway between traffic moving in opposite directions, lane-lines separating two or more lanes of traffic moving in the same direction, painted channelization, pavement edge markings, and no passing barrier lines where required.
- (8) Other Pavement Markings: These include all stop lines, crosswalk lines, parking space limits and word and symbol marking set into or applied upon the pavement surface or curbing or objects within or adjacent to the roadway for the purpose of regulating or warning traffic.

14. ENCROACHMENT PERMITS

If the State delegates authority to issue encroachment permits to the City, the authority shall pertain to all parts of the highway or street throughout the particular length indicated under Section 17 and/or 17-a of this agreement. Authority to issue encroachment permits shall not be assigned to the City unless they have adequate ordinances governing the encroachments together with an administrative organization and procedure capable of enforcing the ordinances.

Permits shall be issued on a form provided by the State and the City will furnish a copy of each permit to the State. The City agrees to follow current policies of the State regarding encroachment unless the City, by ordinance or other regulation, imposes more restrictive regulations as stated below. Prior approval of the State shall be secured before any permit is issued for the original installation of any utility line, driveway or other permanent encroachment within the highway right-of-way.

If the City, by ordinance or other regulation, imposes more restrictive regulations and requirements regarding signs, marquees and/or driveways than above set forth or as provided in current State policies, nothing in these provisions shall be construed to prevent the City from enforcing such restrictive regulations in the granting or refusing of permits with respect to any State Highway. Where authority to issue encroachment permits is retained by the State, all local ordinances which are more restrictive than State policy will be observed. When authority to issue Encroachment permits is retained by the State, approval of the City will be secured prior to the issuance of a permit. State permit forms will be used and a copy will be forwarded to the City for its record.

The City or State shall comply with its usual policy with respect to collecting costs from permittees in such cases as fees or charges are made by the City or State for encroachment work on streets or highways.

No signs, billboards or structures other than those authorized and installed by the State or the City as necessary for the regulating, warning, and guiding of traffic shall be permitted within or to overhang the right-of-way of any State Highway, except in accordance with these provisions:

- a. Signs or marquees extending over the sidewalk and right-of-way may be installed on a certain basis in business districts only, subject to the following restrictions:
 - No sign or marquee shall be permitted to project over the roadway nor to extend beyond a vertical line located 18 inches outside the inside face of the curb.
 - Signs extending over the sidewalk area shall have no part thereof less than 12 feet above sidewalk or ground level. Marquees extending over the sidewalk area shall have no part thereof less than eight feet above sidewalk or ground level.
- b. Displays or signs overhanging the right-of-way may be authorized on a permit basis only outside of business districts when the display is placed flat against and supported by the building and providing it does not extend more than 12 inches into the right-of-way.
- c. All signs and marquees shall conform to the city building and/or sign code excepting that minimum clearance requirements as herein specified must be complied with.

They shall at all times be maintained in a good appearing and structurally safe condition. Any existing sign or marquee suspended or projected over any portion of State Highway right-of-way, which constitutes a hazard, shall be immediately repaired or removed.

- d. Signs or displays will not be permitted which resemble, hide, or because of their color, interfere with the effectiveness of traffic signals and other traffic control devices. Illuminated signs or displays containing red, yellow, or green lights will not be permitted to overhang the right-of-way.
- e. Temporary municipal decorations may be installed and suspended over the State Highway on a permit basis only. They shall not be permitted in locations that interfere with the visibility and effectiveness of traffic control devices.

It is understood that none of the provisions listed above (a. to e. inclusive) will be in conflict the Beautification of Highways Act of 1966, *Idaho Code, Section 40, Chapter 28*.

- f. Use of state highway right-of-way for benches, planters, and trees is subject to the following conditions:
 - Benches, planters, and trees must be at least 18 inches from the face of the curb. When benches, planters, and trees are placed on sidewalks, there must be a four-foot open space for pedestrians and bicyclists measured at a right angle from the edge of the sidewalk, or as an alternative, spacing that meets city-approved standards.
 - Benches, planters, and trees should not obstruct crosswalks or wheelchair ramps, or force pedestrians into the street by their placement.
 - Benches, planters, and trees should not be placed so as to impede the sight distance of vehicles using the highway.
 - Benches, planters, and trees shall not bear markings or signs that resemble official traffic signs.
 - Cities allowing benches, planters, and trees on state highway right-of-way agree to indemnify, defend regardless of outcome, and hold harmless, ITD from all accidents or occurrences resulting in damage to property, injury, or loss of life related to bench placement on highway right-of-way within the City

15. TRANSPORTATION PERMITS

Transportation permits will be required on State Highways for all vehicles and their loads that exceed legal limitations. If authority to issue transportation permits is delegated to the City, such authority shall pertain only to travel that originates and terminates within the City corporate limits.

16. ROUTE DESCRIPTION

<u>Route No.</u>	<u>Milepost</u>	<u>Length Miles</u>	<u>Description of Routing</u>
1	216.062-220.268	4.20	US-30 from West City limits via Addison Avenue West to West Five Points; thence via the one-way couplet (eastbound traffic via Washington Street, Second Ave. West, and Second Ave. South; Westbound traffic via Blue Lakes Boulevard, Second Ave. East and Second Ave. North) to East Five Points; thence via Kimberly Road to the East City limits.
2	46.549-50.039	3.49	US-93 from West Five Points via Addison Ave. to North Five Points thence via Blue Lakes Blvd. North to North City limits at beginning Perrine Bridge.
3	.000-.910	.910	93 Spur Blue Lakes proper from East Five Points via Blue Lakes Blvd. to North Five Points.
4	4.828-7.698	2.87	SH-74 from South City limits via Washington St. South and Shoshone Street to 2 nd Ave. North.

17. DELEGATION OF MAINTENANCE

The maintenance work to be performed by the City or State shall conform to the provisions hereof and shall include those operations as hereinafter indicated.

ROADWAY	MAINTENANCE FUNCTION **, ***	AGENCY TO PERFORM WORK				
		Route No. 1	Route No. 2	Route No. 3	Route No. 4	Route No.
1.	Surface Repair	S	S	S	S	
2.	Crack Sealing	S	S	S	S	
3.	Sweeping and Cleaning	C	C	C	C	
4.	Snow Removal	C	C	C	C	
5.	Utilities	C	C	C	C	
6.	Culverts	C	C	C	C	
7.	Storm Sewers	C	C	C	C	
BRIDGES						
1.	Main Structure	S	S	S	S	
2.	Pedestrian Walks	C	C	C	S	
					Old Towne Br.	
IMPROVED ROADSIDES						
1.	Curbs	C	C	C	C	
2.	Sidewalk	C	C	C	C	
3.	Lawn or Grass Areas	C	C	C	C	
4.	Trees and Planting	C	C	C	C	
5.	Medians	C	C	C	C	
6.	Benches and Planters	C	C	C	C	
UNIMPROVED ROADSIDES						
1.	Ditching	S	S	S	S	
2.	Cleaning	S	S	S	S	
3.	Weed Eradication	C	C	C	C	
TRAFFIC CONTROL DEVICES *						
1.	Route Guide Signs	S	S	S	S	
2.	Other Guide Signs	C	C	C	C	
3.	Warning Signs	C	C	C	C	
4.	Speed Signs	S	S	S	S	
5.	Other Regulatory Signs	C	C	C	C	
6.	Highway Lighting	C	C	C	C	
7.	Lane-Line Markings	S	S	S	S	
8.	Other Pavement Markings					
	Parking Space Limits	C	C	C	C	
	Crosswalks	C	C	C	C	
	Stop Bars	C	C	C	C	
	School Crossing	C	C	C	C	
	Railroad Crossing	C	C	C	C	
	Lane Control	C	C	C	C	
ISSUE PERMITS ENCROACHMENTS		S	S	S	S	
ISSUE PERMITS TRANSPORTATION		S	S	S	S	

- * The State will cooperate with the City under a separate traffic signal agreement on warranted signal installations.
- ** Maintenance of intersection of Blue Lakes and Bridge View Blvd. is under a separate agreement.
- *** Maintenance of Main Street and SH-74 intersection, between Second Ave. East and Second Ave. North is under a separate agreement.

17-A. DELEGATION OF MAINTENANCE – FRONTAGE ROADS (N/A)

The maintenance work to be performed by the City or State shall conform to the provisions hereof and shall include those operations as hereinafter indicated.

MAINTENANCE FUNCTION	AGENCY TO PERFORM WORK				
	Route No.	Route No.	Route No.	Route No.	Route No.
ROADWAY					
1. Surface Repair	_____	_____	_____	_____	_____
2. Crack Sealing	_____	_____	_____	_____	_____
3. Sweeping and Cleaning	_____	_____	_____	_____	_____
4. Snow Removal	_____	_____	_____	_____	_____
5. Utilities	_____	_____	_____	_____	_____
6. Culverts	_____	_____	_____	_____	_____
7. Storm Sewers	_____	_____	_____	_____	_____
BRIDGES					
1. Main Structure	_____	_____	_____	_____	_____
2. Pedestrian Walks	_____	_____	_____	_____	_____
IMPROVED ROADSIDES					
1. Curbs	_____	_____	_____	_____	_____
2. Sidewalk	_____	_____	_____	_____	_____
3. Lawn or Grass Areas	_____	_____	_____	_____	_____
4. Trees and Planting	_____	_____	_____	_____	_____
5. Medians	_____	_____	_____	_____	_____
6. Benches and Planters	_____	_____	_____	_____	_____
UNIMPROVED ROADSIDES					
1. Ditching	_____	_____	_____	_____	_____
2. Cleaning	_____	_____	_____	_____	_____
3. Weed Eradication	_____	_____	_____	_____	_____
TRAFFIC CONTROL DEVICES					
1. Route Guide Signs	_____	_____	_____	_____	_____
2. Other Guide Signs	_____	_____	_____	_____	_____
3. Warning Signs	_____	_____	_____	_____	_____
4. Speed Signs	_____	_____	_____	_____	_____
5. Other Regulatory Signs	_____	_____	_____	_____	_____
6. Highway Lighting	_____	_____	_____	_____	_____
7. Lane-Line Markings	_____	_____	_____	_____	_____
8. Other Pavement Markings	_____	_____	_____	_____	_____
Parking Space Limits	_____	_____	_____	_____	_____
Crosswalks	_____	_____	_____	_____	_____
Stop Bars	_____	_____	_____	_____	_____
School Crossing	_____	_____	_____	_____	_____
Railroad Crossing	_____	_____	_____	_____	_____
Lane Control	_____	_____	_____	_____	_____
ISSUE PERMITS ENCROACHMENTS	_____	_____	_____	_____	_____
ISSUE PERMITS TRANSPORTATION	_____	_____	_____	_____	_____

18. **DELEGATION OF COSTS**

All agencies shall bear all costs of maintenance obligations assigned to them under this agreement.

19. **SUBSEQUENT IMPROVEMENTS**

When a highway section or portion thereof is improved to urban standards, i.e., with curbs, sidewalks, etc., the delegation of maintenance shall automatically change to conform to the provisions as provided for similar sections under this agreement.

20. **TERM OF AGREEMENT**

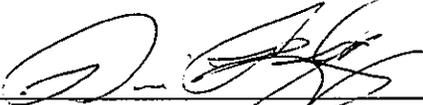
This agreement shall become effective December 31, 2003 and shall remain in full force and effect until amended or terminated.

The agreement as above may be amended upon the mutual consent of the parties thereto.

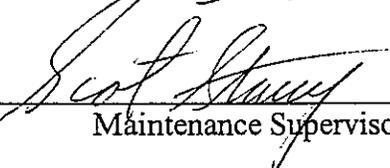
The agreement as above may be terminated at any time upon 30 days' written notice by either party thereof to the other.

IN WITNESS WHEREOF, the parties have set their hands the day and year first above written.

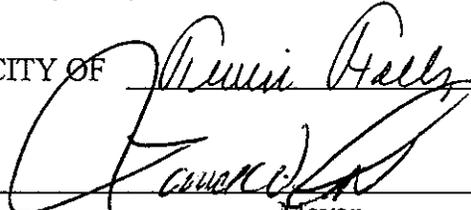
APPROVAL RECOMMENDED:



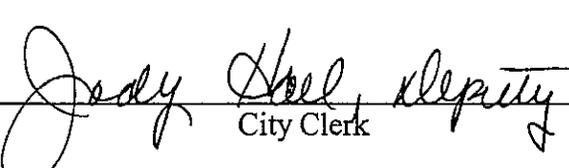
District Engineer



Maintenance Supervisor

CITY OF Princeton Falls, Idaho


Mayor



City Clerk

ATTEST:

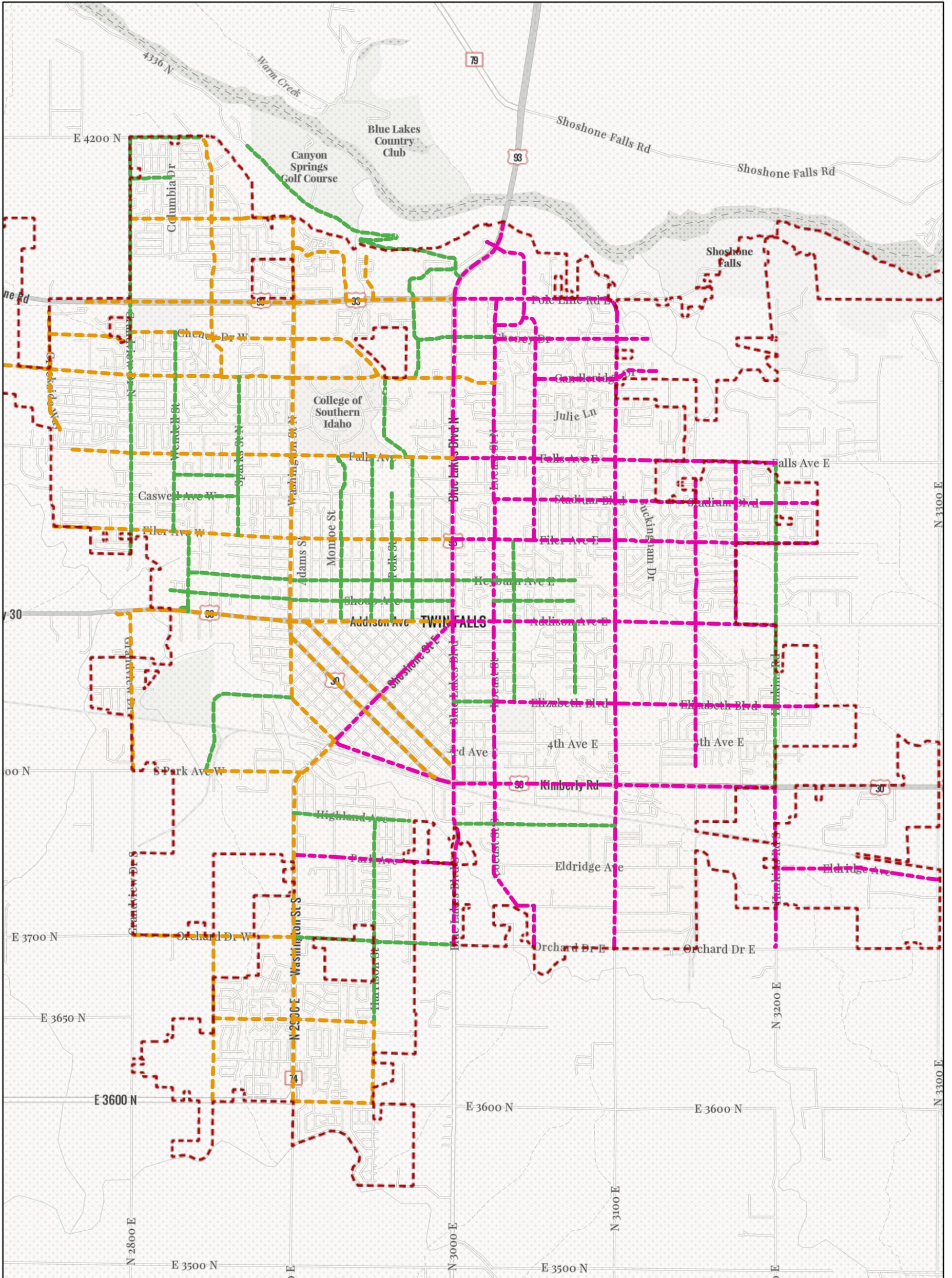
Secretary

IDAHO TRANSPORTATION DEPARTMENT



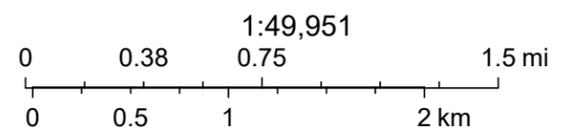
ACE/O or ACE/D

CITY OF TWIN FALLS SNOW PLOW ROUTES



9/29/2025

- STREETS PLOW PRIORITY**
- - - West Route
 - - - Single Truck Route
 - - - East Route
 - Public Forecast Zones
 - US States and Territories

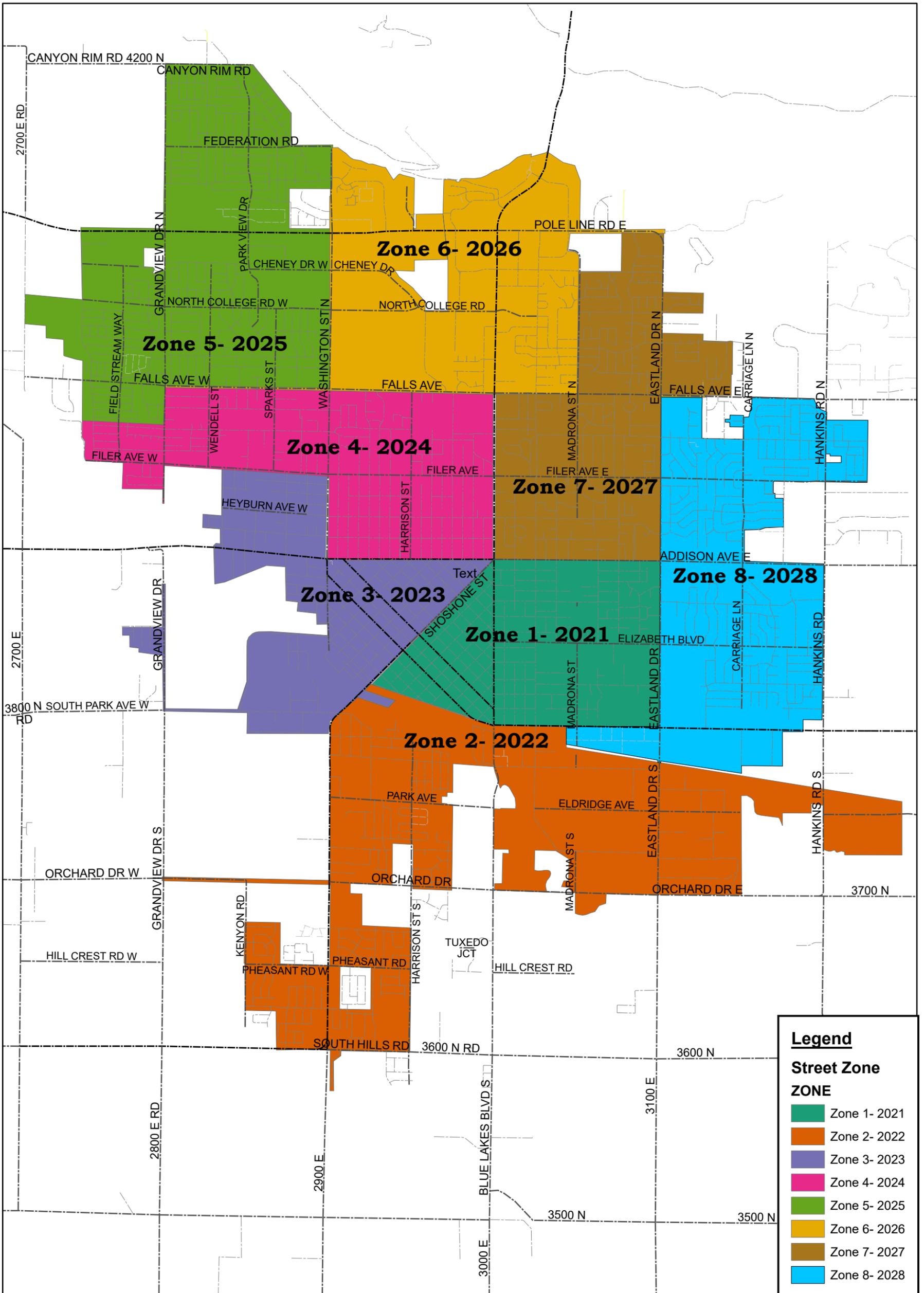


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

PRIORITY # 1 Roadways	Start point	End point	Lane Miles
2nd Ave. E., W., N., and S.	All		7.44
6th Ave. E., N., and W.	All		2.18
South Hills Rd.	Washington St. S	Harrison St. S	1.28
Addison Ave.	West City Limits	Hankins Road	17.86
Blue Lakes Blvd.	Orchard Dr.	Perrine Bridge	21.01
Bridgeview Blvd.	Locust St.	Blue Lakes Blvd.	2.17
Candleridge Dr.	Madrona St	E. Dead End	2.51
Canyon Crest Dr.	Poleline Rd.	Grandview Dr.	5.70
Canyon Rim Rd.	Parkview Dr	Grandview Dr.	1.47
Canyon Springs Rd.	All		4.15
Carriage Ln.	Stadium Blvd.	9th Ave. E.	2.00
Caswell Ave W.	Sparks St. N.	Wendell St.	1.10
Cheney Dr.	North College Rd.	Grandview Dr.	6.49
Cheney Dr.	Fillmore St.	E. Dead End	4.28
Creekside Way	PoleLine	Falls Ave W.	1.45
Eastland Ave.	Orchard Dr.	Poleline Rd.	14.58
Eldridge Ave	Hankins Rd. S.	Cliff Bar Gate	1.96
Elizabeth Blvd.	Locust St.	Hankins Road	3.43
Falls Ave.	Hankins Road	Grandview Dr.	12.68
Federation Road	Washington St.	Grandview Dr.	3.68
Filedstream Way	Cheney Dr. W.	Falls Ave. W.	2.66
Filer Ave.	Carriage Ln.	West Dead End	11.58
Fillmore St.	North College Rd.	Canyon Springs Road	2.77
Fillmore St.	Addison Ave.	Falls Ave.	2.62
Frontier Rd.	Falls Ave.	North College Rd.	0.87
Grandview Dr.	South Park Ave. W	Canyon Rim Road	7.44
Hankins Road	Falls Ave.	Orchard Dr.	6.33
Harrison St.	Addison Ave.	Falls Ave.	1.98
Harrison St.	Highland Ave.	3600 N.	3.48
Harrison St. N.	Poleline Rd.	N. Dead End	0.95
Highland Ave. E.	Blue Lakes Blvd.	Eastland Dr.	1.98
Heyburn Ave. E. and W.	All		4.76
Kenyon Rd.	Orchard Dr.	3600	2.53
Kimberly Road	Blue Lakes Blvd.	East City Limits	9.94
Locust St.	Poleline Rd.	Osterloh Ave.	9.40
Madrona St. N.	Falls Ave.	Bridgeview Blvd.	1.83
Madrona St. S.	Osterloh	Orchard Dr.	0.00
Martin St.	Addison Ave.	Filer Ave.	0.96
Meadowview Dr.	Addison Ave.	Falls Ave.	2.77
Minidoka Ave.	Shoshone St.	2nd. Ave. S.	1.27
Monroe St.	Addison Ave.	Falls Ave.	2.04
North College Road	Locust St.	West Dead End	5.07
North Fork Rd.	Grandview Dr.	Columbia	0.67
Park Ave.	Washington St.	Blue Lakes Blvd.	1.97
Park View Dr.	North College Rd.	Canyon Rim Rd.	1.98
Pheasant Rd.	Kenyon Rd.	Harrison St.	1.94
Poleline Road	Eastland Ave.	Grandview Dr.	15.00
Robbins St.	Sparks St. N.	Wendell St.	1.08
Rose St.	South Park Ave. W	Victory Ave.	0.89
Shoshone St.	6th Ave W	Blue Lakes Blvd.	5.72
Shoup Ave. E. and W.	All		4.05
South Park Ave. W	Washington St.	Grandview Dr.	1.57
Southwood Ave.	Washington St S	Kenyon	1.91
Sparks St	Filer Ave.	North College Rd.	2.89
Stadium Dr	Locust St.	E. Dead End	7.00
Sunrise	Addison Ave.	Filer Ave.	1.65
Victory Ave.	Washington St.	Rose St.	0.73
Washington St.	3600 N.	Federation Road	16.81
Wendell St.	Filer Ave.	Cheney Dr.	4.35
		TOTAL	270.86



CITY OF TWIN FALLS ZONE MAINTENANCE MAP



Legend	
Street Zone	
ZONE	
	Zone 1- 2021
	Zone 2- 2022
	Zone 3- 2023
	Zone 4- 2024
	Zone 5- 2025
	Zone 6- 2026
	Zone 7- 2027
	Zone 8- 2028