



City of New Bedford

IN COMMITTEE

August 17, 2017

The Honorable City Council
133 William Street
New Bedford, MA 02740

Dear Honorable Members of the City Council:

The Committee on Appointments & Briefings at a Meeting held on Monday, July 24, 2017, considered a WRITTEN MOTION, Councillor Rebeiro, requesting that a representative from DPI come before the Committee on Appointments and Briefings, to explain the dissemination of salt throughout the City for the upcoming winter. (Ref'd 11/22/16) (6/15/17-Follow Recommended Action)

On motion by Councillor Morad and seconded by Councillor Lopes, the Committee VOTED: To recommend to the City Council to take "No Further Action" on the WRITTEN MOTION, Councillor Rebeiro, requesting that a representative from DPI come before the Committee on Appointments and Briefings, to explain the dissemination of salt throughout the City for the upcoming winter. This motion passed on a voice vote.

IN COMMITTEE ON APPOINTMENTS &
BRIEFINGS

Councillor Brian K. Gomes, Chairman

BKG: dmb

780



Department of Public Infrastructure

Euzebio Arruda
Commissioner

Water
Wastewater
Highways
Engineering
Cemeteries
Park Maintenance
Forestry
Energy

CITY OF NEW BEDFORD
Jonathan F. Mitchell, Mayor

June 26, 2017

Councilor Brian J. Gomes, Chairman
Committee on Appointments & Briefings

RE: WRITTEN MOTION, Councilor Rebeiro, requesting that a representative from DPI come before the Committee on Appointments and Briefings, to explain the dissemination of salt throughout the City for the upcoming winter. (ref'd 11/22/16)

Dear Chairman Gomes,

The City of New Bedford is comprised of 300± miles of roadway. Keeping roads cleared and passable during winter storms is a crucial goal for the City. To effectively treat the City, the Department of Public Infrastructure must utilize a prioritized method along with a well practiced routine. The ambulance routes for St. Luke's Hospital are of the highest priority to be kept clear and passable throughout the city. Next, are the main arterials and major hills. Once those areas are in good standing, the vehicles treat the secondary roads.

The City's two storage depot locations play a big role in the efficiency of the process because it allows for a faster turnaround time for our drivers to fill up with more material and head back to their route. The Liberty Street location is equipped with a wooden salt shed capable of storing up to 1,200 tons of salt, (two) three-thousand gallon tanks for the MgCl₂, and a fuel farm. The Mt. Pleasant St location is equipped with a brand new Calhoun Super Structure which holds up to 2,000 tons of salt, and (one) three-thousand gallon tank for MgCl₂. A new addition to the Mt. Pleasant St location will be a 500 gallon storage tank for Calcium Magnesium Acetate (CMA). This alternate road treatment has been approved specifically for the environmentally sensitive situation at the Sassaquin Pond area. There is a need to avoid harmful contaminants from getting into the pond waters and the City intends to begin a pilot program of the product this upcoming winter season.

The City is divided into thirteen routes with one treatment vehicle per route. The fleet of thirteen vehicles begins pre-treating the roadways approximately three hours prior to the anticipated snowfall of a storm. The Superintendent of Highways monitors the storm and begins pre-treatment once snow has touched down at the New York/Connecticut border. The trucks can treat the roadways for an average of two hours before becoming empty and need to be filled back up at the nearest depot.

Once snowfall has reached an accumulated three inches on the roadway, the fleet of plow vehicles is sent out city-wide. All of the treatment vehicles are called in and report to the truck depot to be mounted with plows. At which point, those same thirteen treatment vehicle continue working through the snow storm as plow vehicles clearing all the City's main arterials.

Upon wrapping up the end of a plow event, the final step is the post-treatment of the roadways. The treatment vehicles equipped with plows, report back to the truck depot, demount the plows, fill up with fuel, salt and $MgCl_2$ and repeat the pre-treatment process. A snowstorm event is not complete until the treatment vehicles have covered all thirteen routes.

Sincerely,

Euzelio Arruda
Commissioner