

Snow Removal

The Engineering Division performs a variety of snow removal activities. This includes eleven routes to remove snow from sidewalks, bus stops, bike paths, park and ride lots and various City facilities. The operation of the equipment used on each of these eleven routes (tractor – utility and articulating, skid steer, toolcat) is included in the Operator 2 and higher classifications.

Currently, Engineering assigns its 3 Lead Workers, 3 Operator 3s and 2 Operator 2s to operate this equipment for snow removal purposes. Additionally, three Operator 1s are assigned on an out-of-class basis. In 2013 Engineering Operator 1s worked 1,062.59 hours out-of class as Operator 2 to perform snow removal. In 2014 this increased to 1,371.93 hours.

Greenway Maintenance

The Engineering Division is responsible for maintenance of the storm water management areas. This includes more than 1,000 acres of greenways and storm ponds.

Maintenance activities include:

- Mowing;
- Sediment removal from cunnettes;
- Tree removal, chipping and stump grubbing

The operation of the equipment used for these activities (tractor – utility and articulating, skid steer, tool cat and associated attachments; side slope mower; chipper; forestry cutter, etc.) is included in the Operator 2 classifications.

Currently, Engineering assigns its two existing Operators 2s to perform mowing and tree removal activities. Operator 3s have been used to remove sediment. This season we have added a third OP2 on an out-of-class basis to assist in this work.

Ideally, we would have 4 Op2s to perform this work. This would enable us to divide mowing into east/west territories and focus on this work when ground conditions were optimal and do tree removals and cunette cleaning when this was not the case. With the discovery of the Emerald Ash Borer in Madison, tree removal work has and will continue to increase.

Asphalt Patching

A four person crew performs utility cut patching. Currently this crew is made up of a Lead Worker, Operator 2 and two Operator 1s. Both the Lead Worker and Operator 2 positions are filled on an out-of-class basis. The intent was for this crew to work as two 2-person teams with the leadworker assigning and coordinating the work. This plan has not worked that well and we believe we could be more productive if we had 2 separate crews assigned and coordinated by a supervisor. One crew would use a skidsteer and be responsible for cut out and prep work for patching. The second crew would use the hot box (which requires a Class A CDL) to patch.

This crew runs from May through October.

With addition of new foreperson we are in a position to break this into 2 separate crews. If this is acceptable we would need 2 OP2s instead of OP2 and LW.

The table below identifies the number of OP2 positions required for each activity by month and compares the required and current levels of staffing.

	Snow Removal	Greenway Maintenance	Patching	Total Required	Current Staffing Level	Shortage
Jan	5			5	2	(3)
Feb	5			5	2	(3)
Mar	5			5	2	(3)
Apr		4		4	2	(2)
May		4	2	6	2	(4)
Jun		4	2	6	2	(4)
Jul		4	2	6	2	(4)
Aug		4	2	6	2	(4)
Sep		4	2	6	2	(4)
Oct		4	2	6	2	(4)
Nov		4		4	2	(2)
Dec	5			5	2	(3)

In order to meet the needs of the Division, Engineering proposes that four existing Operator 1s reallocated to Operator 2 via internal promotional process.