

SNOW PLOWING POLICIES

Suggested Policy – Snow Plowing

Districts

Each equipment operator is assigned a certain area for snow plowing during the year. When need arises, operators will assist in other areas of the County, depending on snow conditions.

School Bus Routes

School bus routes are given first priority. Hospitals and other emergency routes may also be included.

High-Use Roads

High Volume Roads are given second priority.

Other Roads

Paved roads that are not school bus routes are given third priority. Gravel roads which are not school bus routes are given fourth priority. Unimproved dirt roads, if plowed, will be given the lowest priority.

Snow Removal for State Highway or other Jurisdiction

Contract services with providers or cooperative agreements, Federal Agencies, Townships, or private parties, when utilized will follow contract terms.

Operations

Equipment used for snow removal includes snowplows, motor graders, loaders, trucks, and chemical applicators.

Abrasive material used to improve snow, ice or frost traction will be rock salt, proprietary products, coal combustion by-products, or similar fine materials.

Liquid Products: Salt brine, Magnesium Chloride, Calcium Chloride, may also be used for a variety of applications.

Applications include:

1. Anti-icing
2. De-icing
3. Treatment with abrasives

Snow Fences, snow windrows and shelter belts may be used in areas to prevent drifting of snow on roadways.

Procedures

Jurisdiction roads will be kept as passable and as safe as natural occurrences allow. Winter storms vary in duration and severity. Officials will use forethought, judgment and skill to match maintenance application to winter storms and allowable budget. As a storm moves in, a likely sequence might be:

1. Observe weather predictions
2. Apply anti-icing chemicals
3. Observe presence of snow and ice
4. Plow to remove excessive snow
5. Continue to plow and apply chemically treated abrasives in key areas such as intersections and approaches

6. De-ice with chemicals in key areas using care not to use chemicals where drifting snow could cause freezing
7. Repeat Steps 1 and 2 as well as pray for sunshine

General Policies

Normal snow plowing shall be conducted during daylight hours five days per week.

Upon the discretion of the Road & Bridge Superintendent, snow plowing roads shall occur during early morning hours and/or weekends.

The “Department” will not plow snow during high winds, unless it is an emergency.

The “Department” will not be liable for any fence damage that occurs to fences which lie within the County’s right-of-way.

The “Department” will not be liable for any mail boxes knocked over or damaged due to snow being plowed. However, the “Department” will replace any mail boxes which are physically hit by the “Department’s” snow plows with standard system components, in part detailed in NDDOT Standard Drawing D-766-1.

Paved roadways will be plowed when there is a significant accumulation of snow.

Gravel roadways will be plowed when there is a significant accumulation of snow according to the priority list.

The “Department” will sand subdivision approaches inside the County right-of-way during emergency situations only.

When necessary, paved roads will be sanded on a regular basis at major intersections, hills, curves, etc.

Training New Drivers

1. Become familiar with designated snow routes
2. Become familiar with School Bus routes
3. Drive routes in summer or fall when roads are clear to become aware of hazards
4. Keep driver consistent with route when possible
5. Have new driver ride with experienced operators
6. Inform driver to get proper rest and nutrition. If driver is unable to perform safely he should not be used

This information was derived from various county road departments’ snow plowing policies and Montana LTAP. The information is offered as a starting point in developing your Snow Plowing Policy.

NDLTAP is available to help tailor this policy to meet your County needs. Let us know how we can help.