

# **WADENA COUNTY HIGHWAY DEPARTMENT**

## **SNOW and ICE CONTROL POLICY**

Snow and ice control operations are directed by the Maintenance Division Foreman under the guidance of the County Engineer. This includes the crew's call out time, plow routes, and rate and application locations of salt/sand.

### SNOW REMOVAL

Snow removal operations will begin after an appreciable accumulation of snow has occurred, but toward the end of the event. Removal operations will typically continue until all roads have been sufficiently cleared. If weather conditions result in poor visibility and hazardous conditions or continued attempts to clear the roads are futile, the plow crew may be called back to their respective shops until weather conditions improve. Although the safety of the traveling public is of foremost concern, reduced levels of service may be appropriate on weekends and holidays based on traffic volumes and roadway conditions.

Each plow operator has a designated route to plow. In general, heavier traveled primary (paved) roads are plowed first followed by plowing the less traveled secondary (gravel) roads. During a snow event, the priority is to have travel lanes plowed in each direction on all roadways. After a snow event, the road travel lanes and shoulders will be cleared first followed by clearing of intersections.

During snow events, every consideration will be given to provide the traveling public the best possible driving conditions based on the best judgment and ability of the crew and equipment.

### SALT/SAND OPERATIONS

In general, salt/sand operations will consist of only applying salt/sand materials to curves, hills and stop condition type intersections. If severe icing conditions develop, a continuous application of salt/sand materials may be done on higher volume primary routes at the discretion of the County Engineer.

### ICE CONTROL

Temperature is a major component affecting the ability of the crew to remove compacted snow and ice from the roadway. When temperatures are warmer the decision is typically to remove as much of the compacted snow as practicable before it becomes a problem.

Continuous application of salt/sand may be required if severe icing conditions develop. Typically this would be applied only to the higher volume primary routes. The continuous application of salt/sand materials shall be at the discretion of the County Engineer.

This is not a bare pavement policy. The decisions made by the department concerning snow and ice control are based on providing the public with the best possible service while taking into consideration available funding, manpower, and equipment.