



1.0 General

Snow plowing on the state highway network is generally performed under an agreement with service providers [Routine Maintenance Agreements (RMAs)]. However, some areas such as rest areas, weigh stations, and park-and-ride lots may also be maintained under surge contracts during particularly heavy snow events. The principal vehicle for this work is the single axle truck, 26,000 to 36,000 GVWR. Other vehicles used include multi-axle and 4x4 trucks and graders. With these large vehicles in use, it is imperative that they be operated consistently, economically and safely. The following guidelines are to help meet these goals. While these guidelines shall be followed, when possible, practical considerations may require the exercise of discretion to achieve the best results possible under varied circumstances.

2.0 Guidelines for Operation of Equipment

1. Snow removal equipment should be checked to ensure equipment and safety lights are in good working order prior to leaving the shop areas.
2. Any piece of equipment that cannot be operated safely given the prevailing conditions shall not be used until safe operation can be resumed.
3. Snow removal equipment shall not be operated against traffic unless traffic control measures have been established.
4. Clear the centerline on the first pass, using the minimum blade pressure required to effectively clean the surface.
5. Do not blade gravel from shoulders and use caution when plowing soft shoulders. (See HMM 06-15-10 and HMM 06-15-30.
6. Do not throw snow off overpass bridges onto roads or railroads.
7. Be aware of following vehicles.
8. Caution should be used to minimize snow clouds.
9. Be careful around obstacles, curb and gutter ends, mailboxes, parked cars, soft shoulders and turnarounds or turning lanes which are too tight for the combination of truck and plow.
10. When placing de-icing agents, place them near the centerline of the roadway or on the high side of a superelevated curve. Spread the material between the lanes of multi-lane highways, or uniformly over high-volume multi-lane highways.