

Guernsey County Highway Department

Snow Removal Policy

March 1, 2019

PURPOSE

The Guernsey County Highway Department is responsible for snow and ice control of the 407.5 miles of County Highways. Our mission is to provide the best level of service within our resources to increase the safety and mobility of the traveling public during severe winter conditions. This policy outlines The County Highway Department's response to such situations.

LEVEL OF SERVICE

It is the Guernsey County Highway Department's policy to treat the roads in such manner that, in most situations and **with reasonable caution**, motorists should be able to safely reach their destination. Motorists are advised that properly maintaining their vehicles for winter weather, and allowing additional time will greatly enhance their ability to safely reach their destination.

There may be times when conditions are such that for the safety of the County Highway Department's employees, all operations will be shut down until the weather lessens and conditions improve enough to safely send employees and equipment out.

Typical response will depend on the weather conditions. If there is an ongoing event, crews will run through the day then shut down by 11:00 p.m. and return to the garage and resume by 4:00 a.m. At such time, the Forman will notify the Sheriff's Office of the situation and will advise him when operations will resume.

Unfortunately, the cost of salt is such that we would decimate all of our operational budget. Therefore, we will **NOT** be melting these snow and ice events, but trying to provide traction with aggregates to maintain traffic at lower speeds. We will do our best within the budget we have.

PROCEDURE

Around-the-clock call out coverage is provided by The Guernsey County Highway Department's supervisory personnel in conjunction with the Guernsey County Sheriff's Office. After normal working hours, road conditions are monitored by the Sheriff's Office, and in the event of inclement weather, the established call out procedure is utilized. In addition, weather trends are monitored by the County Highway's personnel via the Weather Channels and the Internet.

The Sheriff will call the designated County Highway Department's Supervisor and that Supervisor will then determine if and when the Highway Department

personnel will be mobilized to treat the roads. Road conditions will be monitored regularly depending on the anticipated event. In some rare cases, there may be an event that will not be treated at all. The County Highway Department's Supervisor will advise the Sheriff's Office of the plan for the event.

The first priority of the County Highway Department's personnel is to provide snow and ice treatment first on paved roads. Then crews will begin treatment on the secondary or gravel type roads. If roads need to be retreated, crews may alternate between primary and secondary roads. If a road is blocked or flooded roads that cannot be cleared with the plow trucks will be opened as soon as other equipment and manpower are available. These areas will not normally be addressed until the rest of the roads have been treated. Finally, after the roads have been treated and blocked areas cleared, personnel will work to obtain as much additional open road width as possible by following up with plows, graders, loaders, etc.

SNOW REMOVAL FOR GRAVEL ROADS

Gravel roads present a unique challenge for snow and ice control. The accumulation of snow pack and ice, along with difficult drainage conditions compounded by freezing and thawing, present some special maintenance problems. Additionally, the use of salt or other chloride based melting agents will cause the road base to collapse upon thawing, so these materials cannot be used. The following is the Highway Department's general approach to deal with gravel roads:

1. Should the need arise to plow the roads, trucks set up for gravel roads will be utilized. These trucks will be set to distribute a mix of limestone. The use of road graders is also permissible for this operation.
2. Secondary roads, (chip/seal/gravel) will also be prioritized according to traffic use and efficient route management. Some secondary roads may not get treated until the following day, depending on the event and time of day of the event.

OTHER TECHNIQUES FOR PAVED ROADS

We have added the ability to pretreat roads with a liquid brine. This material is chloride based so it can only be used on paved roads. If the conditions are correct (temperature range, pavement moisture, predicted storm type) we may pretreat some paved areas to allow time for the crews to treat as normal.