

**MONROE COUNTY ROAD COMMISSION
SNOW AND ICE CONTROL
STANDARD OPERATING PROCEDURE (SOP)
EFFECTIVE DATE NOVEMBER 25, 2008**

PURPOSE

In regard to the present financial condition of the Monroe County Road Commission and the need to provide reasonable and consistent winter snow removal for the residents of Monroe County this outline is intended to offer guidelines that minimize costs but still result in acceptable service.

RESPONSIBILITY OF THE MCRC

State Roads, Primary Roads and School Routes (Roads on which schools are located):

Under the State contract the **mainline routes (orange routes)** will be plowed on a 24-hour basis from start of the snow event until clear pavement is obtained. Salting will cease once the snow starts to accumulate and resume when the snowfall lets up. All roadways will be scraped and plowed continually.

Secondary State routes (blue routes), MCRC Primary Roads and School Routes will also be plowed on a 24-hour basis from the start of the snow event until two clear wheel paths are achieved. After which secondary routes will be cleared only during regular work hours unless the roads again become snow covered.

Local Roads: Local Roads will be plowed on straight time . Salting will only take place on intersections, hills, railroad crossings, and known dangerous curves.

Subdivisions: Will be plowed during the day shift when time permits. Intersections, hills, and curves will be plowed and salted when the conditions become a major safety concern.

Changes: The Monroe County Road Commission is presently looking into locating a fuel tank behind the Bedford Salt Barn to minimize the amount of time spent driving back and forth to Dundee and provide more rapid response to the SW portion of the county both State and Townships.

The Monroe County Road Commission is also looking to equip the four newer Western Star trucks with tanks for prewetting the salt as it exits the truck bed. Prewetting the salt increases the reaction of the salt and keeps 96% of the salt on the roadway resulting in a 28% to 38% cost savings. The cost to equip these trucks will be approximately \$ 3000 per truck. If the prewetting proves to increase efficiency there are three Peterbuilt trucks in the fleet, which are also equipped with pumps and can be equipped with prewetting equipment. If prewetting greatly increases efficiency a spray bar system for prewetting the trucks will also be looked into for each garage.

The Monroe County Road Commission will continue to mix sand with the salt at no more than 1 part sand to 4 parts salt to minimize salt use.

Winter Level of Service Definitions



Priority #1- Orange Route

Provide maintenance service as appropriate under prevailing weather conditions, with a goal of providing a pavement surface over its entire width *generally bare of ice and snow.* This work may be accomplished using overtime as necessary.

Clearing the pavement bare of ice and snow over its entire width will be a continuous process during and after the snow event using overtime as necessary.

Priority #2- Blue Route

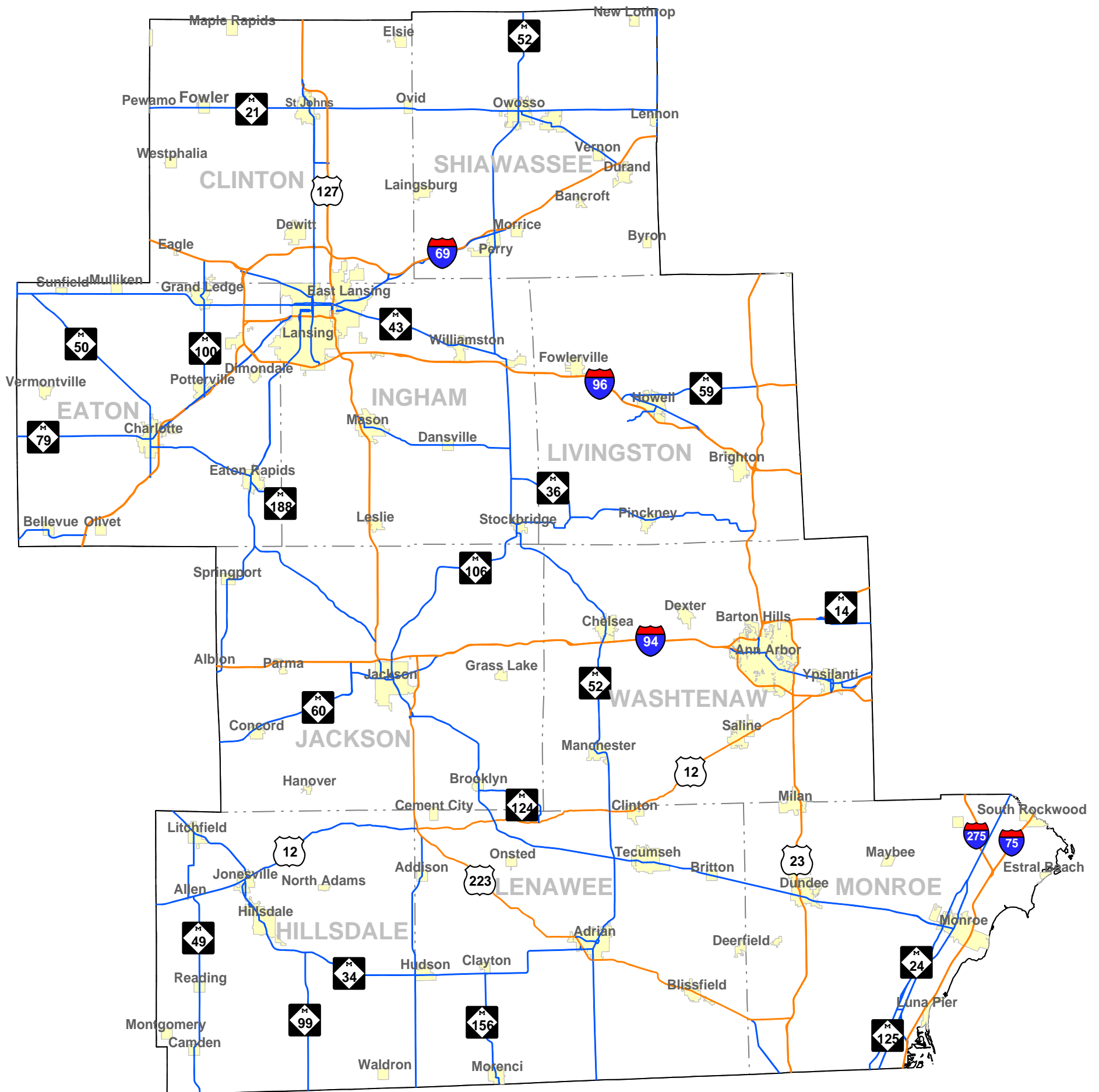
Provide maintenance service as appropriate under prevailing weather conditions, with a goal of providing a pavement surface *generally bare of ice and snow* wide enough for one-wheel track in each direction. This work may be accomplished using overtime as necessary during a winter storm event.

Clearing the pavement bare of ice and snow over its entire width will be accomplished as soon as reasonably possible after the winter storm event, without working overtime.



A *generally bare of ice and snow* pavement is defined as a travel lane surface that is free from drifts, snow ridges, and as much ice and snow pack as practical.

University Region Winter Level of Service for 2008-2009



Guide for Snow and Ice Control

Priority Level I (ORANGE)

Provide maintenance service as appropriate under prevailing weather conditions, with a goal of providing a pavement surface over its entire width generally bare of ice and snow. This work may be accomplished using overtime as necessary.

Clearing the pavement bare of ice and snow over its entire width will be a continuous process during and after the snow event using overtime as necessary.

Priority Level II (BLUE)

Provide maintenance service as appropriate under prevailing weather conditions, with a goal of providing a pavement surface generally bare of ice and snow in the center portion wide enough for one-wheel track in each direction. This work may be accomplished using overtime as necessary during a winter storm event.

Clearing the pavement bare of ice and snow over its entire width will be accomplished as soon as reasonably possible after the winter storm event, without working overtime.