



TOWN OF PLAISTOW, NH

SNOW REMOVAL AND ICE CONTROL POLICY

Basic Policy:

Winter weather in New England is very difficult to predict. There can be many variables affecting winter maintenance operations such as precipitation, air temperature, pavement temperature, traffic, wind direction, time of day, and day of the week. Winter maintenance is an art, not a science.

The Highway Department's goal shall be to obtain bare and dry pavement at the earliest practical time following the cessation of the event. It is nearly impossible to provide bare pavement during an event, so the department will not attempt to do so.

The main roads, connecting roads, and other heavily traveled roads will be maintained such that bare pavement be present as soon as practical after such event has terminated. Side roads, subdivisions, and dead ends will be kept open and passable throughout the event and will be pushed back and treated within seventy- two hours after the event.

It is impractical to develop specific rules on winter maintenance operations. Due to numerous variables involved in winter storms, the judgment of the highway supervisor or foreman governs the quantities and type of material used to control snow and ice. Basically, the salt and/or salt & sand is to reduce the snow and ice from adhering to the road, stop the packing of snow on the road, and provide traction to the vehicles.

Generally the main roads and hilly subdivisions will be sanded first and then the rest of the roads will be treated if necessary. The use of salt, sand, and the combination of the both is dependent not only on the present road and weather conditions, but also on anticipated changes in these conditions and weather forecast. The traffic periods, approaching nightfall or daybreak, predicted temperature changes, and the end of the storm are all considered and evaluated prior to selecting what type of material and how much material to put down. If the temperature is expected to rise and stay at or around twenty degrees above zero, then we may elect to use more salt to attempt to obtain bare pavement quicker. But if the temperature is expected to drop or stay below twenty degrees, we might elect to use more sand until such time as the temperature rises.

Plowing operations are generally initiated after two inches of snow have fallen and shall continue until the storm event has ended. Widening and intersection clearing is done after the storm, during a lull in the event, or if there is a big storm, when necessary for public travel. For light accumulation snowfall, snow squalls, or so-called "Alberta Clippers" of short durations, plowing may be held off for a "onetime" plow situation. The average maximum depth of snow or accumulation a motorist may have to deal with on the road surface, except during a blizzard and/or drifting condition is three to four inches.

Frozen precipitation such as sleet and freezing rain may fall under a special situation and may not fall under the procedures list above. When a changeover from snow to this frozen precipitation is predicted, the snow may be left on the pavement to capture the ice, therefore preventing the glazing situation which without question is the most dangerous situation there is. A mix of sand and salt will be applied to all roads after the roads are cleaned up and pushed back.

Judgment based on experience is essential in conducting and timing the work to overcome all snow and ice storms. Each storm situation varies, so therefore it must be emphasized that these general procedures and guidelines are strictly advisory which in no way restricts the freedom of judgment exercised by the highway supervisor or foreman.

No town maintained sidewalks will be maintained during the wintertime due to lack of equipment and manpower.