

- \* Traffic keeps moving.
- \* Commerce and industry go on at near-normal pace.
- \* There are fewer accidents, injuries, deaths, and emergency vehicles are able to respond, as needed.

You can do the job with less salt if you time it right and spread it right.

- \* Weather
- \* Temperature
- \* Wind
- \* Road checks
- \* Application time
- \* Chemical Rate
- \* Traffic condition
- \* Refreeze
- \* Reapplication

### **MoDOT's Goal**

**All major or top priority routes are to be restored to a wet or dry condition as soon as possible after the end of the storm.**

### **Purpose/Intent**

Snow and ice control operations should begin as soon as weather conditions warrant and continue on a twenty-four hour per day basis until all major highways and, at the district engineer's discretion, high volume minor highways are returned to a wet or dry condition and all remaining minor highways are open to two-way traffic.

### **Moving Toward the Goal**

Although removal of snow and ice from MoDOT's roadways makes up less than 10 percent of what we do, it is probably the most important, critical, and dangerous of the jobs we perform.



Behind the Gang

Today's mobile society expects and demands safe travel, even during the heaviest of storms. Delays are no longer tolerated. Along with these high expectations, MoDOT must provide the best service possible, while being fiscally responsible.

Managers need to utilize personnel, equipment, and materials effectively, efficiently, and safely. This includes good environmental practices such as proper salt and brine storage and the use of new methods and technologies that may reduce waste.

This training manual more clearly defines MoDOT's anti-icing policy. MoDOT must be able to accurately track the effectiveness of the changes described in this training program. Any previous practices, which conflict with the anti-icing policy set forth in this manual, are to be replaced with these new procedures.

### **Safety Expectations**

The safety of MoDOT's personnel and the traveling public is a primary consideration in snow removal operations.

Every employee is required to obey traffic laws and departmental safety rules and regulations. It is expected that each operator will be completely aware of his/her surroundings at all times and show courtesy toward other drivers and pedestrians.

Operators are responsible for keeping supervisors informed of changing conditions, utilizing proper safety equipment, making frequent inspections of their vehicle, and inspecting routes prior to winter to identify potential hazards.

### **Training**

- \* Minimum training requirement
  - ◆ 8 hours of classroom
  - ◆ 8 hours of hands on skills
  - ◆ 8 hours practical during 1st storm

### **Practical Training**

- \* Practical training (held during storm)
  - ◆ 4 hours - trainee rides with experienced employee
  - ◆ 4 hours - trainee operates equipment with experienced employee as an observer
- \* Additional training and dry runs may be required per area or district requirements