

Section V - Route Priority

Priority Routing

A system of priorities has been established to ensure that roads with higher traffic volumes and hazardous locations will be cared for first. In general, the higher the traffic volume, the higher the priority. ADT (average daily traffic) maps should be used for setting priorities.



Deviations will occur, for example: storm severity may prevent all snow removal operations or seriously hinder response; an emergency may require a different allocation of resources. (i.e. fire stations, ambulance facilities, and school snow routes).

Priority Route Classification

Continuous treatment routes are given top priority. Continuous treatment is the application (and re-application as needed) of snow and ice control treatments on the full length of a specified route, throughout the storm until all lanes are restored to a wet or dry condition. A district continuous treatment system shall include all major highways, minor highways with high traffic volumes (at the district engineer's discretion) and other Urban and Community routes designated by the district (regardless of AADT). Continuity of route treatments as well as coordination with adjoining districts (regardless of AADT) shall be addressed between the districts. Snow and ice control shall follow these guidelines and objectives for determining route priorities.

First Priority Routes (Continuous Treatment Routes):

All major highways and those designated minor, urban and community routes. This also includes all designated incident bypass routes.

The objective is to have all lanes on these routes restored to a wet or dry condition as soon as possible after the end of the storm.



Gang Plowing

To achieve this objective, continuous application of snow and ice control treatments (and re-application as needed), on the full length of these routes, 24 hours per day throughout the storm, will be necessary. Interstates and other higher AADT routes will be plowed and treated first. The use of anti-icing methods is appropriate for first priority routes.

Second Priority Routes:

All other minor highways not included in the first priority routes.

The objective is to have these routes open to two-way traffic and treated with salt and/or abrasives on all hills, curves, intersections and other critical areas as soon as possible after the end of the storm. Twenty-four (24) hour per day coverage is appropriate until the objective has been met. These routes should be prioritized by traffic volume.

Paved Shoulders

The objective is to have paved shoulders plowed during, or shortly after, the storm. Do not treat paved shoulders directly with anti-icing or de-icing chemicals. Removing snow and ice from paved shoulders should be in conjunction with plowing of the traveled lanes in each priority classification, especially the high sides of super-elevated curves, if drifting is occurring, if weather predictions are unfavorable, or to reduce ramping situations. It is not necessary to return paved shoulders to a wet or dry condition as soon as possible after the end of the storm. Obtaining bare pavement on paved shoulders should be accomplished during normal working hours. Paved shoulders next to extended or continuous traffic barriers, bridge parapets, impact attenuators, guardrails, curbs, narrow medians and gore areas should be given special consideration where snow accumulates and has the potential to form ramps.

Site Distance Locations

Sight distance locations such as at intersections and interchanges should be cleared of any obstructions caused by snow piles or accumulations.

Snow and ice removal operations shall remain in effect on a 24-hour per day basis until the above-mentioned objectives are met and sustained for both first and second priorities.



End of Storm

Emergencies off Right of Way

In the event of life threatening emergencies, MoDOT will respond to a request from an official or medical entity such as State Highway Patrol, police, sheriff, paramedics, ambulance service, doctor or fire department to open a non-MoDOT system road closed by snow. Other catastrophic events will require authorization by the District Engineer.

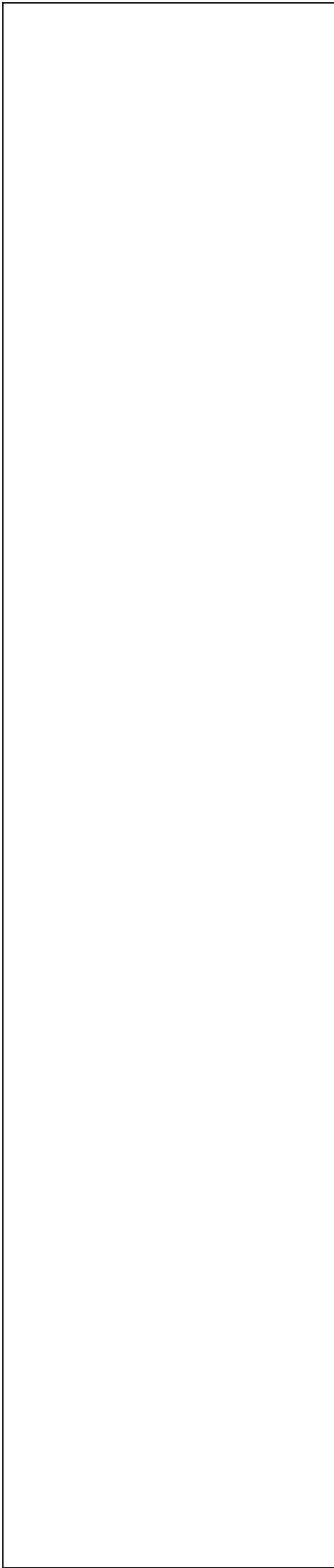
Limits of Work

The department does not assume responsibility for removal or clearance of snow, ice, or sleet, or the opening of windrows of such material, on any sidewalk or entrance along any state highway even though the material is deposited or windrowed by department personnel. Maintenance and urban agreements with local municipalities, in most cases, call only for the plowing of snow from the traveled portions of the roadway and there is not an obligation to plow parking lanes or to remove the snow deposited from plowing the traveled way.

Road Reports

Road condition reports are given to advise the Command Center of current conditions throughout the region. This information is passed on to MoDOT supervisors, emergency services, and the public. Road reports will be given at predetermined times, according to each district's policy/procedures.

Road conditions are to be updated every four (4) hours or when road conditions change from one category to another.



These are acceptable conditions to use when reporting:

- 1. Clear—drive surface has no frozen precipitation
- 2. Partly covered—conditions where LESS than 50% is covered
- 3. Covered—conditions where 50% or more is covered
- 4. Closed—the District Engineer or designee is responsible for making a closure decision. The State Maintenance Engineer is to be notified of any such closure decision.

Operational Closures

In the event a storm reaches a level of intensity such that the continuation of operations would prove ineffective or would pose an undue safety risk to MoDOT personnel and/or the traveling public, snow and ice control activities shall be shut down until weather conditions improve. The District Engineer or designee is responsible for making a closure decision. The State Maintenance Engineer is to be notified of any such closures.

Snow Logs

Snow logs are a tool used to manage the treatment of the roads in an area, document specific periods of treatment, and actions taken. Snow logs may also help in locating a stranded operator. Snow logs shall be completed before leaving the building to treat a route and upon returning. It is a document which shows what road(s) an individual is currently working on and the time he/she left the maintenance building.