

HOPPER LOADING

Employees **shall not** be on a hopper, cab shield, roof or any other portion of the truck while the hopper is being loaded. Employees **shall not** climb on top of a hopper without another employee present. Before climbing on top of a hopper all wings must be raised and secured with safety chains with the front of the wing resting in the down position.

Hopper access on the road via the hopper ladder **shall** only occur when another individual is present and has visual contact with the person on top of the hopper. Before climbing on top of a hopper all wings must be raised and secured with safety chains. Also the area must be well lit. If it is necessary to climb on top of the hopper, call for assistance or return to the yard.

If available, a loading ramp shall be used by the loader operator to load the hopper. If not available, at least a temporary ramp platform **shall** be built. No one is allowed to ride in the loader bucket.

MEDIAN CROSSOVER POLICY

Operators should avoid using median crossovers and U-turn areas whenever possible. However, many U-turns are required to be plowed for emergency vehicles use and are the normal turnaround location for snow and ice beats. Generally prior to the U-turn area, a deceleration lane has been made available for safer access. The truck **must** not encroach upon traffic with either the front or rear of the truck. It is best to check all crossovers for proper width with a fully dressed truck prior to the winter season in good weather.

Operators **must** use reasonable judgment and in most cases proceed to a ramp, interchange or adequate parking lot where a safe turn can be made. Weather conditions and traffic volume should be considered before making the decision to proceed thru the U-turn area.

DISABLED N.Y.S.D.O.T. VEHICLES

If a vehicle becomes disabled, park it in a safe area as far off the pavement as possible and turn on the flashers. Flares or other emergency or reflective devices **must** be placed at least 200 feet to the rear to warn oncoming traffic. Where sight distance is limited, a warning device **must** be placed as far as 300 feet from the vehicle.

DISABLED PRIVATE VEHICLES

In general, a disabled private vehicle should not be towed by a N.Y.S.D.O.T. vehicle. However, the truck radio **shall** be used to call the supervisor and report the situation as it exists. In imminent danger situations, such as a serious accident or blizzard conditions, necessary action **should** be taken to prevent additional risk to property or life.

EMERGENCY REPAIRS

Never make repairs unless qualified. Call the supervisor for assistance. Set the emergency brake and use flashers and other warning devices to increase visibility. When exiting the vehicle, check carefully for traffic, then exit as quickly as possible and be sure to close the door.

COLD WEATHER HAZARDS AND PROPER WORK CLOTHING

Employees **must** conform to the Department's Work Clothing Guidelines as outlined in Safety Bulletin, SB-00-04, and Safety Footwear Policy as outlined in Safety Bulletin, SB-03-01, Hard Hat and High Visibility Policy as outlined in Safety Bulletin SB-03-04 and the Highway Maintenance Safety Manual.

In addition, employees should be aware of cold weather hazards including frostbite and hypothermia. Frostbite is a common injury caused by exposure to the cold. Before frostbite occurs, skin becomes slightly flushed, pink in color, then changes to white or grayish yellow. Pain sometimes occurs, followed by a feeling of intense cold and numbness. To prevent frostbite, avoid prolonged exposure to wind and extreme cold temperatures. Clothing should be warm, layered and loose fitting.

Hypothermia is the rapid and progressive physical and mental collapse resulting from loss of body heat. It is caused by exposure and combination of cold, exhaustion, wind chill, or getting wet. Common symptoms are uncontrollable shivering, drowsiness or exhaustion, slurred speech and sometimes unconcern for your physical well being.

To prevent hypothermia, dress warm using the layer system. Stay dry, beware of the wind factor, and realize that it does not have to be below-zero for hypothermia to occur. Try to avoid perspiring. Carry candy for quick energy and body fuel.

Treatment for both frostbite and hypothermia can be found in the Highway Maintenance Safety Manual. Also refer to Safety Bulletin SB-04-02, Cold Weather Hazards for additional information. Equally important is to place emphasis on prevention, combined with the knowledge to recognize early danger signs and proper treatment.

ACKNOWLEDGMENT

The information contained in this manual is based on previous or existing Department policies and procedures and new policies developed as a result of the experience gained during Snow & Ice activities.

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