11/AFTER THE STORM

Most snowstorms occur at 20 degrees or above, with the temperature dropping most severely after the snow stops.

After the storm, with the pavement clear and dry, is the time to wing back shoulders, clear structures and haul snow away from critical areas to make room for future snow storage.

In plowing, a windrow of snow is often left on each side of bridges. These windrows reduce the usable roadway width on the bridge. Moreover, if allowed to remain, they will later melt and form ice. ***Remove this snow as soon as possible.***

Caution. Do not dump material from overhead bridges onto roadway or railroad tracks below. Hand shovel the snow away, if necessary, to make sure all drains in the bridge floor are open and free-draining.

Clear snow from raised medians to prevent drifting. Also clear snow from barrier walls and traffic dividers to reduce later melting and refreezing and to improve driver visibility.

Clear those drains! It is vital that roadway drains and catch basins be kept open to allow melting ice and snow to run off. When water ponds and puddles around drains, falling temperatures may cause it to refreeze. A salt application on frozen drains, catch basins and culverts frees them of snow and ice.

12/A WORD ABOUT SAFETY

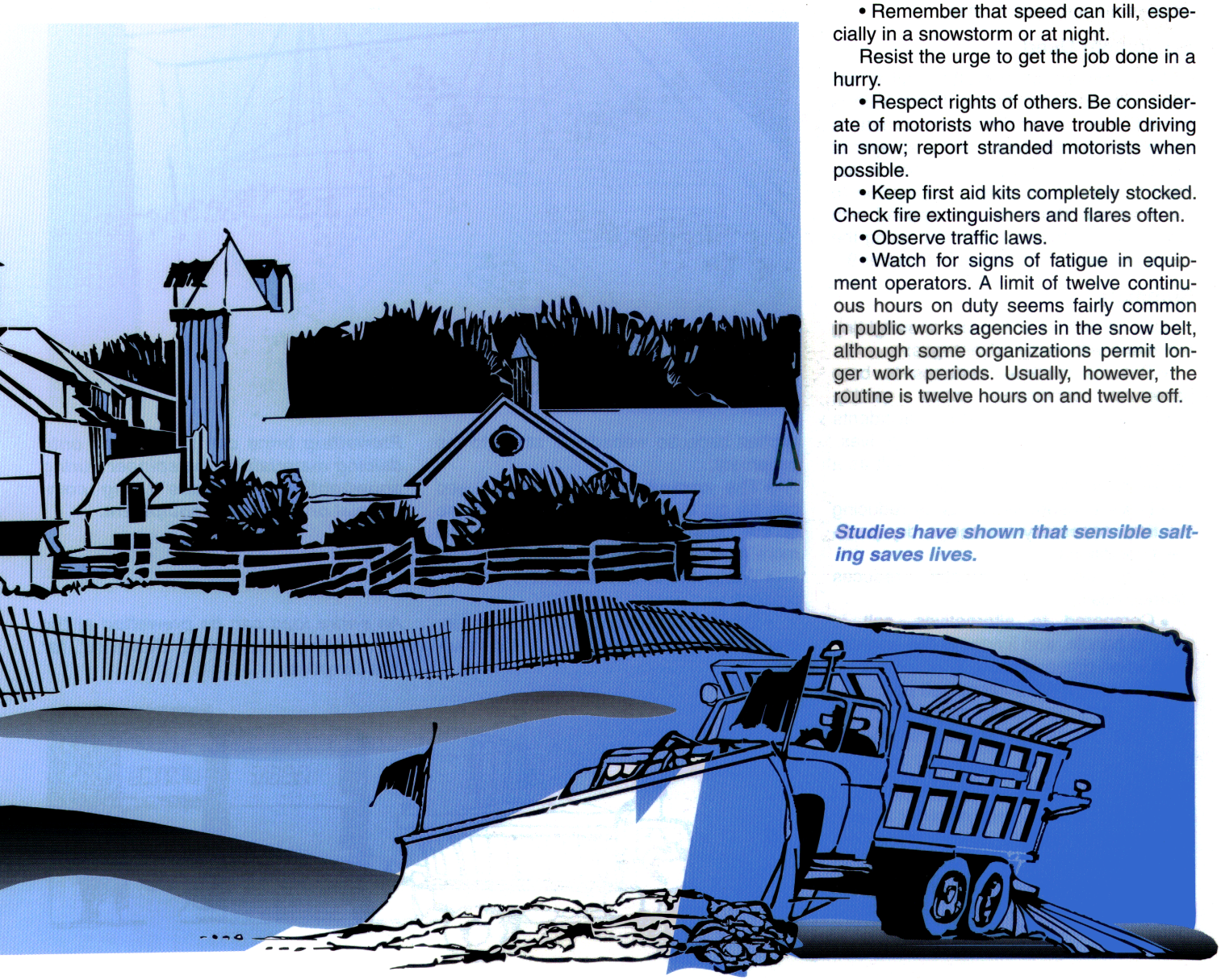
The whole purpose of snow and ice removal is, of course, to provide safe travel for motorists. In doing this, those in maintenance must not overlook their own safety; neither must they overlook the possibility that in trying to provide safe pavement they may be creating another safety hazard.

Become familiar with a few "do"s and "don't"s that can make your work far safer:

- Check all equipment before each use. Make sure lights, brakes, windshield wipers, exhaust systems, tires, chains and steering are safe.
- Promptly report all mechanical trouble.
- Remember that speed can kill, especially in a snowstorm or at night.

Resist the urge to get the job done in a hurry.

- Respect rights of others. Be considerate of motorists who have trouble driving in snow; report stranded motorists when possible.
- Keep first aid kits completely stocked. Check fire extinguishers and flares often.
- Observe traffic laws.
- Watch for signs of fatigue in equipment operators. A limit of twelve continuous hours on duty seems fairly common in public works agencies in the snow belt, although some organizations permit longer work periods. Usually, however, the routine is twelve hours on and twelve off.



Studies have shown that sensible salting saves lives.