c) Always watch for this condition and apply material immediately.

vi. Get equipment on the road

a) Once deployed, equipment needs to be on the road and to their assigned work locations as soon as possible.

b) Delay in getting to critical areas may cause severe traffic tie-ups.

vii. Note trouble spots

a) Intersections, ramps, hills and curves are also typical trouble spots in addition to bridges as mentioned earlier.

b) Early treatment of these areas is critical for maintaining traffic flow.

viii. Allow enough time for materials to work

a) Retreating does not clear roads faster, allow 20 minutes for salt to work.

ix. Questions or concerns

a) Always check with the supervisor for direction on activities.

x. Plowing techniques vary

a) There are a number of plowing techniques designed to address various issues associated with snow and ice removal from the highway:

These factors include:

1) multi-lane with and without medians,

2) two-lane roads,

3) intersections,

4) bridges,

5) ramps,

6) R/R tracks and

7) gore areas.

b) Learning the various techniques is important to efficient and effective removal.

1) Two lane roads

(a) Position left side of plow at centerline and angle plow to right, pushing snow to the right and trying to uncover the centerline on the first pass.

(b) When the centerline is not visible you may have to judge where the edge is and use it as your guide.

2) Multi-lane roads – The direction in which the snow is plowed will depend upon the median type.

(a) Wide median – In the right lane, snow is plowed to the right and in the left lane snow is plowed to the left.

(b) Narrow or no median – Snow must be plowed to the right.

3) Bridges – Various bridge types are also plowed using different techniques.

(a) Open design and not a roadway or R/R overpass – Plow similar to plowing a roadway pushing snow to the right.

(b) High barrier or overpass – Plow straight through and move snow to the end of the bridge.

(c) Bridge expansion joints – Make sure the plow is not parallel to expansion joints. The plow must be angled when plowing over such joints.

4) Ramps and elevated curves – Always plow moving snow from the high side to the low side.

5) Gore areas – Always plow in a manner to carry snow past the gore area. Never push snow into the gore area.

6) Railroad Tracks – Raise plow high enough to clear tracks when crossing a railroad track and turn off spreader to avoid a build up of materials on tracks.