

# **CRANBERRY TOWNSHIP'S SNOW AND ICE CONTROL PLAN**

## **GENERAL INFORMATION GUIDELINES AND OPERATIONAL PROCEDURES FOR THE PUBLIC WORKS OPERATIONS MATERIALS MANAGEMENT PLAN**

**TOWNSHIP OF CRANBERRY, PENNSYLVANIA**

**2025 - 2026**



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## INTRODUCTION

### I.A. General

It is **CRANBERRY'S** goal to provide a transportation system that is passable and reasonably safe as much of the time as possible within the limitations imposed by the natural environment and the availability of equipment, material, and personnel resources. As a result of those limitations, it is recognized that there will be occasions when the pavement and bridge surfaces will be slippery and/or snow and ice covered. During these periods drivers must recognize the conditions and operate their vehicles in an appropriately safe manner.

This manual provides information and guidance to assist **CRANBERRY** Public Works Department in conducting snow and ice control operations. It will serve as a basis for training **CRANBERRY** personnel.

The manual contains information on pre-winter operations and readiness, total storm management and decision making using **CRANBERRY** information resources, pre-storm preparedness, treatment options, post storm and post season activities. The provisions were developed to provide a reasonable balance among safety, cost, and environmental responsibility. The manual also contains related operational procedures and personnel procedures. The contents of this manual supersede all applicable prior manuals, directives and guidance relating to snow and ice control.

The contents of this manual reflect best practices as determined from a review of the relevant national and international literature and from information obtained from **CRANBERRY** maintenance personnel through surveys and interviews. It is intended to be a living document that is responsive to

new technology and techniques developed within **CRANBERRY** and elsewhere. Suggestions for change may be submitted at any time to the Director of Public Works.

The words shall, must, should, recommended and may, used in Section II of this manual have the following meanings:

shall and must	-	a required course of action
should and recommended	-	a recommended course of action
may	-	an optional course of action

#### **I.B. Specific Information for Residents and Property Owners**

##### **I.B.1. How Residents and Property Owners Can Help Assure the Safety and Efficiency of CRANBERRY'S Snow and Ice Control Operations**

- a. Do not park on township streets, especially during snow or ice events (they may be ticketed and towed where there is NO STREET PARKING signage)
- b. Keep basketball devices at least 10 feet from the edge of pavement
- c. Do not park cars in driveways within 10 feet of edge of pavement
- d. Do not allow children to build and occupy snow forts and similar creations within 10 feet of the edge of pavement
- e. Do not relocate snow from driveways and sidewalks into the paved street. This is in violation of Pennsylvania law and will cause a hazardous condition on the street (PA C.S., Chapter 55)
- f. Fences should not be within 10 feet of the edge of pavement
- g. Remove all non-permanent seasonal items from within 10 feet of edge of pavement
- h. Trim trees so that branches do not extend beyond the back of the curb and a minimum of 14' in height.
- i. Pile most of the snow from the driveway throat on the traffic downstream side. This will minimize visibility problems
- ii.

##### **I.B.2. Roads within Cranberry Township that are NOT maintained by the Township of Cranberry**

Following is a list of roads/plans that are **NOT** maintained by the Township (they are either maintained by the state or receive private maintenance). If the road you live on is **not** on the following list, then you receive winter maintenance from the Township, or may benefit through a Winter Services Agreement:

**Table 1 Roads *NOT* maintained by CRANBERRY**

<b>State Maintained Roads</b>	<b>Privately Maintained Roads/Developments</b>	
1. Callery Road	1. Anderson Road	26. Victory Drive
2. Franklin Road	2. Andrews Road	27. American Way
3. Freedom Road	3. Ashford Manor	28. The Reserves at Eagle Hill
4. Glen Eden Road	4. Brandt Drive	29. Coolsprings Dr
5. Interstate 79	5. Central Drive (to Ten Pointe Lane)	30. Eden Square Apartments
6. PA Turnpike	6. Commerce Park Drive	31. Century Blvd
7. Rochester Road	7. Cranberry Pointe Lane	32. Berkeley Manor
8. Route 19	8. Cranberry Village Mobile Park	33. Foxmoor
9. Route 228	9. David Hill Drive	34. Village of Cranberry Woods
10. Rowan Road	10. Flamingo Drive	35. Long tree Way
11. Plains Church Road	11. Florida Blvd.	36. Haven at Cranberry Woods
	12. Forest Park Mobile Park	37. Cranberry Woods
	13. Friendship Lane	38. Park Place – Private Roads: Black Bear Dr, Mews Ln, Thornapple Ln, Thistle Ln, Gulch Ln, Hollyhock Ln, Courage Ln, Dandelion Ln, Waterlily Ln, Coriander Ln, Truth Ln, Gander Ln, Amarth Ln
	14. Harvest Drive	39. Meeder Farms – Main St only, all other roads are private
	15. Hillcrest Terrace	40. Crescent Plan – High Crescent Rd only, all other roads are private
	16. Holiday Drive	41. Cranberry Springs – Cool Springs Rd only, all other roads are private
	17. Landis Avenue	
	18. Laurelwood Apartment Complex	
	19. Manor Road	
	20. Jackson Development	
	21. Oak Springs Mobile Park	
	22. Pioneer Drive	

### **I.B.3. Winter Services Agreement**

There are certain roads within housing developments in the Township that have not yet been adopted by the Township for maintenance. The developers for those areas are given the opportunity each fall to sign a Winter Services Agreement. That agreement, between the Township and individual developers, establishes a commitment by the Township to plow the roads within that development, for that snow season.

If the developer fails to process his agreement with the Township by fall, it may cause a delay in plowing of your roads, or in the most inconvenient circumstances, no available plowing services at all.

The majority of developers are prompt in maintaining their agreements. A list, affirming those developments to receive Winter Services, is established by the Engineering Department, and forwarded to the Streets & Properties Division for referencing, during inclement weather.

### **I.B.4. Private Driveways**

Township snow removal crews do not clear private driveways or driveway entrances of accumulated snow.

### **I.B.5. Protection of Driveways**

Prior to snow removal season apply a driveway protectant. This will help eliminate the possibility of damage from snow removal materials. The Municipality is not responsible for damage to private driveways, etc. due to snow removal materials.

### **I.B.6. Plow Trucks with Plows Raised**

A truck with a raised plow does not always mean the driver has completed your area. They may be:

- a. Returning for fuel or vehicle service
- b. Returning to the maintenance yard for additional treatment material
- c. Responding to a call to assist Emergency Services, i.e.:
  - i. Police Department
  - ii. Fire Department
  - iii. Volunteer Ambulance
  - iv. School District Transportation Department

### **I.B.7. Mailboxes and Mailbox Posts**

You can help reduce the possibility of a damaged/broken mailbox or mailbox post. Plow operators are urged to take precautions to avoid hitting mailbox posts. Experience has shown that reduced visibility during a storm makes it difficult for a driver to see a post in time to avoid striking it or pushing it over with plowed snow.

Any installation within the right of way - including a mailbox/post - is placed there at the owner's risk.

Owners are encouraged to install mailboxes at the maximum usable distance from the edge of the pavement. Posts should also be checked for deterioration to reduce the possibility that the weight of the plowed snow may simply break or push the post over. The Township shall not repair or replace mailboxes or posts damaged by the force or placement of plowed snow.

*If your mailbox is hit by a plow, contact the Customer Service Center at (724) 776-4806.*

#### **I.B.8. Contacting the Township during a Snow or Ice Event**

Avoid calling municipal offices during a storm except in an emergency. Personnel are extremely busy dealing with storm conditions.

***Please keep telephone lines clear for emergencies***

Emergency calls during snow removal season should be placed to the Cranberry Township Public Works Department, (724) 776-4806 x 1500, Monday thru Friday 7:00 am to 3:30 pm. Customer Service Center (724) 776-4806, Ext. 0) Monday thru Friday, 3:30 pm to 5 pm. **Weekends and evenings, please call 911.**

#### **I.B.9. Priority of Treatment**

Treatment priorities are found in Section II.B of this document

### **II. OPERATIONAL GUIDELINES**

#### **II.A. Goal of Snow and Ice Control Operations**

**CRANBERRY** will conduct snow and ice control activities that afford customers a reasonably safe and passable (not necessarily bare) road surface as much of the time as possible. To accomplish that, snow and ice accumulations will be removed as soon as possible, consistent with stated priorities and resources. To the extent possible, the bond of snow and ice to the pavement will be prevented by the timely application of ice control chemicals (anti-icing strategy). Abrasives may be used as necessary to provide temporary friction improvement.

Certain conditions such as blizzards, whiteouts, other locally severe snow or ice events, thin ice formation in the absence of or during very light and spotty precipitation, and other conditions unknown to or beyond the control of **CRANBERRY** maintenance forces may temporarily preclude achieving this goal.

#### **II.B. Operational Priorities and Personnel Policies**

##### **II.B.1. Operating Priorities**

**CRANBERRY** has established a traffic volume and route type classification system for determining the priority of snow and ice control operations. Generally, a lowered level of service will be provided between the hours of 9 PM and 5 AM.

**FIRE HYDRANTS:** The sewer and water division clear snow from around fire hydrants as weather permits. The hydrants along collector or primary roads are completed first.

**Treatment Plant, Lift Stations & Pump Stations:** The sewer and water division consisting of

both field and plant staff have adopted a procedure for addressing walkways and lots prior to the start of shifts and when inclement weather dictates. The S&W Field Manager and the Plant Manager are responsible for the implementation and coordination of this plan.

**North Boundary Park Walking Trail:** It will be the goal of the Department to have the walking trail cleared within 48 hours of a snow event. No antiskid or ice control chemicals will be used. All work will be performed during normal working hours. Under emergency weather conditions this trail will be maintained as time permits.

**Freshcorn Road Sidewalk:** It will be the goal to have the sidewalk along Township property to Glen Eden Road cleared within 48 hours of a snow event. No ice control chemicals will be used. All work will be performed during normal working hours. Under emergency weather conditions this sidewalk will be maintained as time permits.

**Graham Park Trails:** It will be the goal to have the sidewalk and walking trails throughout Graham Park cleared within 48 hours of a snow event. No ice control chemicals will be used. All work will be performed during normal working hours. Under emergency weather conditions this sidewalk will be maintained as time permits. The road through to the first baseball parking lot is being maintained as part of an established route as low priority. Under emergency weather conditions this trail will be maintained as time permits.

**Dog Park Road and Lot:** Dog Park Road and lot are maintained as a low priority on an established route. No antiskid or ice control chemicals will be used. Plowing operations will be utilized only when 2 inches or more snow accumulates. Under emergency weather conditions this road and parking lot will be maintained as time permits.

## **II.B.2. Personnel Policies**

### **II.B.2.a. Hours of Continuous Duty**

A driver may be on duty a maximum of 16 hrs followed by a minimum of 8 hrs continuous rest – unless declared emergency by local authorities (ref: PA Bulletin, Doc No. 11-1932; Title 67 Transportation 67 PA Code CH 231– “This emergency regulation is needed to provide State and local governments with the flexibility to ensure that roadways can be cleared of snow... drivers performing roadway maintenance, snow plow operations and traffic control support operations from the hours of service and driver log requirements.”)

### **II.B.2.b. Call-In Procedures**

Drivers are required to report for duty within 60 minutes of notification

#### **II.B.2.c. Fitness for Duty**

- i. Drug and alcohol policy as outlined by the Pennsylvania CDL requirements and Cranberry Policy
- ii. other factors

## **II.B.3. Operational Resource and Responsibilities**

**Equipment Type and Location:**



<b>Type</b>	<b>Attachment(s)</b>	<b>Location</b>
<b><u>Loaders</u></b>		
2015 John Deere 524	Bucket – Push box	Admin lot
2016 Case 621 FXT	Bucket	Salt shed
2016 Case 621 FXT	Plow	PW
<b><u>Excavator</u></b>		
Cat M318	Bucket	PW
<b><u>Skid Steer</u></b>		
863 Bobcat	Bucket/Broom	Plant
T595 Bobcat	Bucket	PW
T300 Bobcat	Bucket	PW
T870 Bobcat	Bucket	PW
<b><u>Tractor</u></b>		
John Deere	Bucket	PW
5210 John Deere	Bucket	
Kubota	Bucket	
2120 Ford	Bucket	
2120 Ford	Bucket	
<b><u>Light Truck</u></b>		
2011 Terrastar – 1611	Gate/pl	PW
2015 Dodge 5500 - 1613	Gate/pl	PW
2017 Dodge 5500 - 1614	Gate/pl	SWF
2024 Ford F600 - 1615	Gate/pl	PW
2008 Ford F550 - 1633	Vbox/pl	PW
2015 Dodge 5500 - 1721	Gate/pl	PW
2023 Ford F350 – 1606	PI	PW
2010 Chevy 2500 – 1701	PI	SWF
2010 Ford F250 – 1618	PI	PW
2009 Ford F350 – 1632	PI	PW
F350 Ford	Vbox/pl	Plant
<b><u>Medium Duty Truck</u></b>		
2011 Intern 4300 - 1708	Gate/pl	PW

<b><u>Heavy Truck</u></b>		
2011 Intern Tandem – 1623	Vbox/pl	PW
1998 Freightliner -1625	Vbox/pl	PW
2002 Peterbilt – 1626	Vbox/pl	PW
2006 Peterbilt – 1627	Vbox/pl	PW
2007 Peterbilt – 1628	Vbox/pl	PW
2008 Peterbilt – 1629	Vbox/pl	PW
2009 Peterbilt – 1630	Vbox/pl	PW
2014 Mack – 1639	Vbox/pl	PW
2014 Mack – 1640	Vbox/pl	PW
2016 Peterbilt – 1641	Vbox/pl	PW
<u>2019 Mack – 1642</u>	Vbox/pl	PW
2021 Peterbilt – 1643	Vbox/pl	PW
2025 Peterbilt -1622	Vbox/pl	PW
2026 Peterbilt – 1645	Vbox/pl	PW

**Personnel Available:**

**Public Works Department:      Director: Kelly Maurer**

<b><u>Personnel:</u></b>	<b><u>Manager: Bob Howland</u></b>
Larry Steeb	CDL
Tim Sippel	CDL
Brian Miller	CDL
Jim Puryear	CDL
Brian Manipole	CDL
John Gerrich	CDL
Bill Huber	CDL
Kevin Walker	CDL
Del Becker	CDL
Matt Gerhardt	CDL
Mark Kuehner	CDL
Rich Toth	CDL
Jeff Richmond	CDL
Nathan Schultheis	CDL
Doug Hoffer	CDL
Chad Miller	CDL
Jonathan Gurule	CDL

Joe Musher	CDL
Steve Frederick	CDL
Frank Garuccio	CDL
Brian Flanary	CDL
Brian Turner	CDL
Dave Norris	Non-CDL
Brandon Setzenfand	Non-CDL

**Budget:**

**2025 Budget**

Salt and Anti-Skid	\$420,000
Overtime	90,000
Equipment	<u>20,000</u>
Total	\$530,000

**Salt Storage:**

Salt barn capable of storing 6,500 tons of material

**Salt Brine Storage:**

15,000 gal

**Brine/Magnesium Blend:**

5,000 gal (80% brine, 20% Magnesium Chloride)

**Magnesium Chloride Storage:**

3,000 gal

**Miles of Roads:**

Approximately 139 (center line)

**Number of Cul-de-sacs:**

330

**Number of Assigned Plow Routes:** 17

**II.B.4 Operators Direct Communication with the Public**

Operators are to report all stranded or stuck vehicles to the Public Works office. Operators may stop to check to see if the vehicles passengers are safe.

If an Operator is being flagged down to stop by a resident, the Operator may stop; however, the Operator should offer that all disputes or concerns be directed to the Public Works office. Operators are not permitted to exit their vehicles without authorization. All Operators should have a business card of the Division Manager to hand to the resident.

## EMERGENCIES WILL BE REPORTED TO 911

### II.C Pre-Winter Activities

#### II.C.1 Review and revise this manual as necessary

As this is a living document, appropriate changes should be incorporated as soon as possible. Areas that may change include are highway responsibility, technology, procedures, equipment, personnel, staffing, materials and level of service. Sources of changes may include: our customers, individual or work group suggestions, personnel meetings, post-season reviews and **CRANBERRY** management.

Levels of service goals should be reviewed for their impact on plow routes and required resources (personnel, equipment, materials, facility, etc.). Those resources should be assigned as necessary.

#### II.C.2 Emergency and Severe Weather Response Procedures

**CRANBERRY TOWNSHIP** will initiate emergency operating procedures under two (2) conditions; if the Township, County or State declares a state of emergency, or if winter storm predictions are expected to exceed 8 inches of snow in a 24-hour period. Under these conditions all Public Works employees are called to service. The Public Works Emergency Operations Center (EOC) will be activated, and all Township communications and computers will be consolidated for an efficient control center. Arrangements for food for **CRANBERRY** personnel during emergencies will be arranged at this time. Any vendor bound by a Letter of Understanding, Agreement of Services with **CRANBERRY** will be notified and arrangements will be made for possible deployment. If the storm is expected to exceed 24 hours **CRANBERRY TOWNSHIP'S** max drive time scenario will be utilized. (Ref: PA Bulletin, Doc. No. 11-1932 – “This emergency regulation will exempt State and local government drivers performing roadway maintenance, snowplow operations and traffic control support operations from the hours of service and driver log requirements”).

Extended hours of operation during an Emergency Declaration may require the implementation of our **THREE (3) tier level of operation**. Each tier of operation will include manpower from the Utility Union, as well as additional administration staff. Assignments will be based on conditions of weather, equipment availability, and other needs.

#### II.C.3 Equipment Readiness

All of **CRANBERRY'S** snow and ice control related equipment should be inspected; test runs completed, repaired as necessary, and receive scheduled maintenance prior to the snow and ice season.

##### II.C.3.a Truck Readiness

The prescribed seasonal and use based maintenance service should be completed prior to the winter season. All trucks should be checked with full winter gear (plows and spreaders) well in advance of the first anticipated snow or ice event.

### **II.C.3.b Material Spreader Readiness**

The materials spreaders should receive required maintenance and be lubricated, repaired, test run and calibrated. All ground speed-controlled materials spreaders should have a backup or manual calibration that can be used if the automatic system fails. A calibration procedure is found in Appendix C.

### **II.C.3.c Liquid Materials Dispensing Systems**

**CRANBERRY** uses some liquid dispensing systems during snow and ice control operations. These systems should be inspected, test runs completed, calibrated, lubricated and repaired as necessary. Associated bulk storage tanks should be inspected per manufacturer's recommendations. Appropriate safety gear (goggles, rubber gloves, etc.) and MSDS sheets should be conveniently available. Any time a liquid is added to a tank be sure it is compatible with the liquid that is in the tank.

### **II.C.3.d Plow Equipment**

Plow equipment should be inventoried, test mounted, and inspected for proper function, missing parts, structural damage, proper adjustment, and sufficient remaining wear depth on items like shoes and cutting edges. Necessary repairs and replacement should be made. Plows should be stored in a position for easy hookup and have easy-to-read identification to match them to the proper truck.

### **II.C.3.e Spare Parts**

The maximum allowable stock of commonly used spare parts should be acquired prior to the snow and ice season. These include cutting edges, plow shoes, shear pins, nuts and bolts, filters, bulbs, spreader controller parts, springs. Windshield wipers should be new or near new at the start of the winter maintenance season.

### **II.C.3.f Individual Tools and Safety Gear**

Trucks should be checked for the required compliment of tools and safety gear. These include, for example: shovels, bars, hand tools, tire chains, flashlights, flags, flares, warning devices, gloves, hard hats, tow chains, ice scrapers, and snow brushes/brooms. Proper stowage for these and other in-cab loose items must be provided.

## **II.C.4 Personnel Readiness**

### **II.C.4.a Acquisition and Assignment**

Sufficient personnel (permanent, reassigned and interdepartmental) should be acquired and trained for snow and ice operations prior to the winter season. Any internal Department of Public Works reassignments and provisions for emergency reassignment from non-highway units should be accomplished before the first anticipated snow or ice event. Specific route assignments should also be made prior to the snow and ice season and added to this document. However, there should be provisions to accommodate the lack of specific people.

### **II.C.4.b Callout and Family Readiness**

Callout procedures, impacts of winter maintenance on family life and family responsibilities should be reviewed and discussed with applicable **CRANBERRY** personnel before the snow and ice season.

### **II.C.4.c Training**

Snow and ice control training should be accomplished prior to the snow and ice control season. Training topics include at a minimum: Intra-**CRANBERRY** communication, cooperation, and responsibilities; weather conditions, road conditions, road and weather information systems; safety issues; public relations/information issues; operational issues and procedures; level of service (local and system-wide); equipment readiness; materials management; new technology, new initiatives and procedures; and emergency response issues.

## **II.C.5 Materials Readiness**

### **II.C.5.a Contracts**

**CRANBERRY** acquires most snow and ice control materials through the contract process. Given the time required to establish a contract, these requirements and contracts and purchase requisitions should be done early. Typical materials purchased include sodium chloride (salt or rock salt), calcium chloride (liquid and flake), abrasives (sand), liquid magnesium chloride with corrosion inhibitor, etc. Individual responsibilities in the contract administration process should be defined. Quality assurance procedures should be established for each material.

### **II.C.5.b Materials Storage Structure**

Most **CRANBERRY** snow and ice control chemicals are stored in a structure. This structure and associated run-off containment features, lighting systems, and ventilation systems should be inspected and repaired as necessary. It should be filled to working capacity prior to the snow and ice season.

## **II.C.6 Emergency Readiness**

Staff likely to be involved should review relevant portions of this document. Cooperative agreements within and outside **CRANBERRY** should be reviewed and reaffirmed with the cooperating groups.

#### **II.C.7 Highway System Readiness**

Various elements of **CRANBERRY'S** highway system should be checked and given necessary attention as required. These include crack and joint sealing, permanent pothole repair, striping, drainage clearing and marking, winter signage, obstacle markers and delineators

#### **II.C.8 Maintenance Facility Readiness**

Certain features of **CRANBERRY'S** maintenance facilities should be inspected and repaired as necessary prior to the snow and ice season. These include buildings, yard traffic areas, fuel delivery systems, yard and garage lighting, emergency generators, and run-off control features.

#### **II.C.9 Road and Weather Information System Readiness**

**CRANBERRY** has acquired a variety of systems and measuring devices to help in defining road and weather conditions. These include hand-held pavement temperature measuring devices, NOAA weather band radios, satellite delivered weather information systems (DTN), and internet weather forecast providers. These systems should be checked for function prior to the snow and ice season. All measurement devices and sensors should be calibrated and maintained per the manufacturer's recommendations. All computers, software and communication systems should also be checked and repaired as necessary.

#### **II.C.10 Public and Customer Readiness**

The traveling public and **CRANBERRY** customers should receive information to assist them in transitioning and adjusting to winter driving. **CRANBERRY** has a number of opportunities to deliver valuable information including media clips, media press releases, public service announcements, public access TV (for local distribution), outreach speakers and web sites. Cranberry employees are to be as courteous and helpful to public inquiries as possible.

#### **II.C.11. Communication Systems**

Cranberry has a variety of communications systems including radio, cell phone, and land-line phone and fax. These systems should be checked prior to winter and any necessary training/retraining provided.

#### **II.C.12. Responsibilities of Cranberry Police Department Associated with Snow and Ice Events**

The police department is responsible for providing the Public Works Department with timely

notification and description of the following snow/ice/weather conditions:

- a. Type and intensity of weather event
- b. Time event started
- c. Location(s) of observations
- d. Amount of snow/ice on road
- e. Locations that are particularly slippery
- f. Traffic flow and accident information

## **II.D. Decision Making for Snow and Ice Control Operations**

As **CRANBERRY** acquires more information resources, it will be moving toward routine information-based decision making for determining appropriate snow and ice control treatments. That process involves the following:

1. Gathering all available relevant information about recent past, present and near-term future conditions.
2. Selecting a treatment option that best addresses those conditions.
3. Systematically gathering and evaluating data on treatment effectiveness, actual road conditions, and actual weather conditions from operators and other sources.

### **II.D.1 Elements of Snow and Ice Control Decision Making**

#### **II.D.1.a Status of Assets**

Assets for snow and ice control operations include personnel, equipment, information systems, and materials inventories. Deficiencies in any of these areas will impact treatment decisions. Loss of truck availability due to mechanical failures or accidents will have an impact on response time and general snow removal operations. Every effort will be made to cover the route(s) by alternative methods.

#### **II.D.1.b Weather Information**

##### **II.D.1.b.1 Weather Forecasts**

There are a variety of weather forecast products available to **CRANBERRY's** maintenance forces. Decision-makers should be simultaneously evaluating short-term, mid-term, and long-term forecasts. Information on precipitation should include onset, cessation, type and intensity. Other relevant factors include air temperature, dew point, wind speed, wind direction, and cloud cover.



#### **II.D.1.b.2 Current Weather Data and Observations**

In addition to the local media outlets, we obtain current and future weather forecast data from our seven (7) in-ground weather sensors which are in various locations around the township. The real-time data collected is utilized to manage personnel and materials for all storm events.

#### **II.D.1.b.3 Other Weather Information**

Other weather data sources include radar and satellite imagery (from DTN, Internet and local TV), road temperature sensors from in-ground sensors that also include subsurface material temperatures, camera NOAA radio, the Weather Channel; computer acquired current condition data from upstream storm locations, local TV and radio, etc.

#### **II.D.1.c Highway and Pavement Information**

##### **II.D.1.c.i Pavement Temperature**

Pavement temperature is one of the most important factors when deciding on a snow and ice control treatment. Data on recent past, current and predicted pavement temperature is very useful. This data may be obtained from in-pavement weather sensors, truck mounted and hand-held sensors, surrogate locations (other systems, facility parking areas, etc.). Predictions and estimates can be made based on forecast knowledge of air temperature, ground temperature, cloud cover, precipitation, wind, and time of day.

##### **II.D.1.c.ii Accumulations of Snow and Ice on the Pavement**

Knowledge of the character and depth of any snow or ice accumulation on the pavement surface prior to treatment is important in the treatment decision process. Relative slipperiness and whether the snow or ice is bonded to the pavement are even more important.

##### **II.D.1.c.iii Traffic Characteristics**

Traffic data are important to the decision-maker. Relevant characteristics include volume, speed, timing of peak flow, status of any closures and any reduction in available lanes.

##### **II.D.1.c.iv Status of Critical Locations**

Traffic flow and pavement condition information for critical locations are important in prioritizing snow and ice control operations. Critical areas include hills, intersections, bridges, cold locations (low, shaded and elevated) locations having mist or fog generation tendencies, traffic generators, high snow and ice accident locations, school bus routes and access to the Municipal Center, Fire Stations 1 & 2, and Ambulance Service.

#### **II.D.1.d Assessments of Effectiveness and Efficiency**

Systematic after-action assessments of effectiveness and efficiency are important in the decision-making process as they provide a knowledge base for future decisions. Results achieved in response to treatment can be obtained from the reports of operators and crew leaders. Other factors to evaluate include cycle times achieved, materials used, equipment performance, and cooperative procedures.

## **II.E Snow Control**

### **II.E.1 General**

For the purpose of this manual, snow and ice control operations are separated into two categories 'snow control' and 'ice control'. Snow control is the mechanical removal of accumulations of loose snow from the paved and stabilized portions of the system. This is accomplished primarily with truck-mounted plows. In certain circumstances like cleanup and drift removal, front-end loaders are sometimes used. It may also involve the use of passive measures like snow fence and plantings.

Ice control is all treatment operations directed toward preventing snow or ice from bonding to the pavement and the chemical and or mechanical removal of bonded snow or ice from the pavement. It also includes providing temporary friction improvement by spreading abrasives and abrasives/chemical mixtures and using no-treatment when appropriate.

Snow control is one of the most difficult and important tasks assigned to **CRANBERRY** maintenance personnel. Having uniform snow control methods is important for the safety of our customers and our maintenance personnel.

There are some definitions relating to snow control that will help clarify subsequent sections of this manual:

<u>snow plowing</u>	-	the relatively rapid displacement of snow from paved surfaces with vehicle-mounted plows and wing plows.
<u>snow removal</u>	-	physically relocating areas of accumulated snow. This is usually a slow operation that may be accomplished with plows, loaders or snow blowers.
<u>berm or windrow</u>	-	an accumulation of snow cast by plow or other equipment.
<u>tandem plowing</u>	-	snow plows working together to clear wider areas.

There are some general guidelines for keeping snowplowing operations reasonably uniform on **CRANBERRY** system:

- a. To the extent possible, traffic should not have to pass through a berm of plowed

snow.

- b. All plowing shall be done with trucks moving in the direction of traffic, except in an emergency situations where the work area is closed to traffic or, backing in the direction of traffic is required to spread material on very slippery surfaces where normal directional travel will not provide sufficient traction for the truck to move and as necessary in the cul-de-sacs.
- c. To the extent possible, plow snow beyond the point where it could melt and run back across the highway. Snow may be cast toward the center of the cul-de-sacs even though it may be higher than the outside.
- d. Plowed snow shall not be cast into traffic.
- e. Cast snow downwind to the extent possible.
- f. In the cul-de-sacs, cast snow away from the driveways to the extent possible. This is less demanding on the property owners and facilitates more efficient general route plowing
- g. Within the normal sequences of operations, any time there is enough snow on the road to plow, it should be plowed.
- h. At the end of the storm, push snow back as much as possible to make room for the next snowstorm.

Occasionally snowfall intensity is so severe that operator visibility is reduced to a few feet. With supervisor approval, operators may drive their trucks to a safe haven that is stable and well off the highway, shut their lights off and wait until visibility improves before continuing.

When low visibility is anticipated, extra caution in operations should be exercised. Vehicles and other obstacles may be anywhere. Supervisors should be prepared to suspend operations and recommend road closure if conditions warrant or recommend temporary road closure so that plowing can be completed.

## **II.E.2 Safety Restoration and Cleanup Operations (Snow Removal)**

After the entire **CRANBERRY** maintained highway system is in satisfactory condition, safety restoration and cleanup operations shall begin and continue until complete, or operations are directed to higher priority snow and ice control or emergency work. This work will generally be performed on a regular time basis. Coordination of this work with interfacing agencies and other **CRANBERRY** units is recommended. Cleanup operations that may impact traffic flow or larger numbers of customers should be performed in lower volume time periods if possible and utilize traffic protection where appropriate. The following is a listing in priority order of the areas where snow should be removed:

- a. Locations that could melt and run onto traveled areas, for example: banked curves and sloped bridge decks.

- b. Snow stored on bridge decks. (Do not throw snow over the side of the bridges, transport it beyond the back wall and off the shoulder.)
- c. Areas having reduced sight distances for customers and plow operators, such as sharp curves and intersections.
- d. Buried or obscured regulatory and warning signs, delineators, and accumulated snow around work zone delineation.
- 5. Any area where accumulated snow is causing traffic to use other-than-intended pavement areas.
- 6. Any narrow-raised features between the outside edges of pavement that may be storing snow.
- 7. The travel lane around cul-de-sacs will be plowed, the center will remain snow. The snow may be removed from the center of the cul-de-sac when snow exceeds six inches.

### **II.E.3      Drainage Restoration**

After safety restoration and cleanup operations are complete, drainage facilities should be inspected and cleared as necessary

### **II.F          Ice Control**

Ice control is all treatment operations directed toward preventing snow and ice from bonding to the pavement and the chemical and/or mechanical removal of bonded snow or ice from the pavement. It also includes providing temporary friction improvement by spreading abrasives (sand) and abrasives/chemical mixtures and using delayed or no-treatment options when appropriate.

#### **II.F.1      Ice Control Strategies**

There are four basic ice control strategies used by **CRANBERRY**: anti-icing, de-icing, temporary friction improvement, and delay of, or no treatment. When conditions are favorable for success and resources permit, anti-icing shall be the strategy of choice.

##### **II.F.1.a    Anti-icing**

Anti-icing is a modern strategy that takes an information-based systematic approach to preventing snow/ice pavement bond. This results in higher levels of service for longer periods of time. The key to effective anti-icing is to get an appropriate quantity of ice control chemical on the pavement surface before or very soon after precipitation or ice formation begins.

### **II.F.1.b De-Icing**

De-icing is a traditional strategy for dealing with snow or ice that has already bonded to the pavement surface. It is used when anti-icing treatments have failed, as they occasionally will, or as a series of treatments at the end or after a storm. De-icing is most effectively accomplished by spreading a coarse-graded solid or pre-wet solid ice control chemical on the surface of the bonded snow or ice during favorable road, weather, and traffic conditions. The coarse particles will melt through the snow and ice and break the bond as created chemical solution flows across the pavement surface.

### **II.F.1.c Temporary Friction Improvement**

Temporary friction improvement is an immediate short-term improvement in surface friction that is achieved by spreading abrasives (sand) or abrasives/chemical mixtures on the snow or ice surface. There will be times when this is an appropriate strategy usually in very cold conditions. A major disadvantage of this strategy is that its effectiveness degrades very quickly with traffic. If sufficient ice control chemical is spread with abrasives, it can be part of anti-icing and de-icing strategies.

### **II.F.1.d Delayed or Non-Treatment**

Delaying or not applying ice control materials is a tactic that may be used in support of the anti-icing strategy. Conditions where this tactic should be considered include light precipitation events, where pavement temperature is likely to remain above freezing and dry snow and blowing snow events where pavement surface temperature is below about 10° F and there is no residual ice control chemical on the pavement.

## **II.F.2 Terms Relating to Precipitation, Road Conditions, Ice Control Chemicals, and Operational Procedures**

### **II.F.2.a Precipitation Terms**

Light Rain	-	Small liquid droplets falling at a rate such that individual drops are easily detectable splashing from a wet surface. Include drizzle in this category.
Moderate Rain	-	Liquid drops falling are not clearly identifiable and spray from the falling drops is observable just above pavement or other hard surfaces.
Heavy Rain	-	Rain seemingly falls in sheets; individual drops are not identifiable; heavy spray from falling rain can be observed several inches over hard surfaces.
Freezing Rain	-	When rain freezes upon impact and forms a glaze on the pavement or other exposed surfaces.
Sleet (Ice Pellets)	-	Precipitation of transparent or translucent pellets of ice, that are round or irregular in shape.

Light Sleet	-	Scattered pellets that do not completely cover an exposed surface regardless of duration. Visibility is not affected.
Moderate Sleet-		Slow accumulation on ground. Visibility is reduced by ice pellets to less than 7 miles.
Heavy Sleet	-	Rapid accumulation on ground. Visibility is reduced by ice pellets to less than 3 miles.
Light Snow	-	Snow alone is falling and the visibility is greater than 2 mile.
Moderate Snow-		Snow alone is falling and the visibility is greater than 3 mile but less than or equal to 2 mile.
Heavy Snow	-	Snow alone is falling and the visibility is less than or equal to 3 mile.
Blowing Snow	-	When fallen snow is raised by the wind to a height of 6 feet or more and is transported across a road.
None	-	No precipitation or blowing snow.

#### **II.F.2.b Road Condition Terms**

Dry	-	No wetting on the pavement surface
Damp	-	Light coating of moisture on the pavement resulting in slight darkening of surface, but with no visible water drops.
Wet	-	Road surface saturated with water from rain or meltwater, whether or not resulting in puddling or run-off.
Slush	-	Accumulation of snow on the pavement that is saturated with water. It will not support any weight when stepped or driven on but will squish until the base support is reached.
Loose Snow	-	Unconsolidated snow that can be blown by the wind into drifts or off of a surface or blown by traffic into non-traffic areas or off of a surface.
Packed Snow	-	Snowpack or pack that result from compaction of wet snow by traffic or by alternate surface melting and re-freezing of the water.
Frost	-	Also called hoarfrost. Ice crystals in the form of white scales, needles, feathers, or fans deposited on pavement and other surfaces cooled by radiation or by other

processes.

- |           |   |  |
|-----------|---|--|
| Thin Ice  | - | A very thin coating of clear, bubble-free, homogeneous ice which forms on a pavement; sometimes called black ice.  |
| Thick Ice | - | A coating of ice thicker than black ice or frost that is formed from freezing rain, or from freezing of ponded water or poorly drained meltwater. It may be clear or milky in appearance, and generally is smooth though it sometimes may be somewhat rough. |

#### **II.F.2.C Ice Control Chemical Terms**

- |                      |   |  |
|----------------------|---|--|
| Form                 | - | The physical state of the chemical usually solid or liquid   |
| Gradation            | - | The distribution of particle sizes for solid chemicals and abrasives; (a characterization) fine, coarse, percent passing various sieve sizes, etc. |
| Concentration        | - | The percent (by weight) of the ice control chemical in the liquid or solid product   |
| Solution             | - | A liquid containing chemicals and water  |
| Eutectic Temperature | - | The lowest temperature a concentrated (near saturated) solution begins to freeze or the lowest temperature it will melt ice.                       |
| Eutectic             | - | The solution concentration that produces the eutectic temperature  |
| Dilution             | - | Reducing solution concentration by adding water  |
| Endothermic          | - | Becomes colder when going into solution  |
| Exothermic           | - | Becomes warmer when going into solution  |
| Hygroscopic          | - | Having the ability to draw water vapor from the air  |

#### **II.F.2.d Operational Procedure Terms**

- |                           |   |   |
|---------------------------|---|---|
| Pre-treating (Anti-Icing) | - | Applying an ice control chemical (liquid or solid) to the road before a snow or ice event begins  |
| Pre-wetting               | - | Adding liquid ice control chemical or water to solid ice control chemicals or abrasives prior to distribution on the road   |
| Application Rate-         | - | The amount (weight or volume) of ice control chemical applied per mile or lane-mile of highway. In the case of pre-wetting liquids, it is the number of gallons of liquid applied to a ton of solid ice control chemical, or abrasives. |

### II.F.3 Ice Control Chemicals

**CRANBERRY** uses a few ice control chemicals in both the liquid and solid form. Most of them and their properties appear in Table 2. Other chemicals are often added to sodium chloride, magnesium chloride and calcium chloride to reduce their corrosion potential and aggressiveness toward other materials. The resulting products go by a variety of trade names. **Cranberry Township's primary ice control chemicals are Sodium Chloride (salt), Salt Brine (23.3% salinity), and Magnesium Chloride with rust inhibitor.**

The important properties of ice control chemicals include the lowest (eutectic) temperature it will melt ice, how much ice will be melted at various temperatures, and the relationship between solution concentration and freezing point. The lowest (eutectic) ice melting temperatures appear in Table 2. How much ice melted per unit of common chloride chemicals at various temperatures, appears in Table 3.

The temperatures above are pavement surface temperatures. Other chemicals have similar relationships where their effectiveness decreases with decreasing pavement temperature. The importance of pavement temperature in ice control operations should be obvious.

The relationship (phase diagram) between solution concentration and freezing point is found in Figure I for sodium chloride, magnesium chloride, and calcium chloride. The low point on each diagram is the lowest temperature at which the chemical will melt ice (eutectic temperature). Any value falling below any point on the curves will be frozen. This includes solution concentrations greater than those producing the eutectic or lowest melting temperature on the diagrams.

The hygroscopic properties of the common solid ice control chemicals are:

Sodium Chloride	-	slight
Magnesium Chloride	-	moderate
Calcium Chloride	-	high



**Table 2. Ice Control Chemical Comparison**

CHEMICAL		TEMPERATURE, F		CORROSION POTENTIAL		CONCRETE DAMAGE POTENTIAL	HANDLING CONCERNS	ENVIRONMENTAL CONCERNS
Formula Name	Form	Effective to *	Eutectic	Vehicles	Structure			
NaCl (Road Salt)	Solid	15	-6	Yes	Yes	Yes	Dust	Water, Plants
NaCl (Road Salt)	Liquid	23	-6	Yes	Yes	Yes	Dust	Water, Plants
MgCl <sub>2</sub> (Magnesium Chloride)	Solid	0	-28	Yes	Yes	Yes	Dust	Water
MgCl <sub>2</sub> (Magnesium Chloride)	Liquid	10	-28	Yes	Yes	Yes	Dust	Water
CaCl <sub>2</sub> (Calcium Chloride)	Solid	-20	-60	Yes	Yes	Yes	Generates Heat; Dries Skin and Leather	Water
CaCl <sub>2</sub> (Calcium Chloride)	Liquid	0	-60	Yes	Yes	Yes	Generates Heat; Dries Skin and Leather	Water
Organic Chemicals	Liquid			No	No	No	None	BOD in Water
Magic	Liquid			No	No	No	None	BOD in Water

\* Pavement Surface Temperature

**Table 3. MELTING ABILITY AND TEMPERATURE FOR CHLORIDE CHEMICALS**

Temperature		Units of Ice Melted Per Unit of Chemical		
F	C	Calcium	Magnesium	Sodium
30	-1.1	31.1	47.8	46.3
25	-3.9	10.4	15.4	14.4
20	-6.7	6.8	10.0	8.6
15	-9.4	5.5	7.9	6.3
10	-12.2	4.8	6.8	4.9
5	-15.0	4.4	6.1	4.1
0	-17.8	4.0	5.5	3.7
-6	-21.1	3.7	5.0	3.2

This means that solid calcium chloride and solid magnesium chloride should be protected with airtight coverings during storage.

The temperature increase or decrease when water is added to common solid ice control chemicals is:

Sodium Chloride	-	slight decrease (endothermic)
Magnesium Chloride	-	slight increase (exothermic)
Calcium Chloride	-	large increase (exothermic)

Caution must be exercised when adding water to solid calcium chloride.

#### **II.F.4 Pre-Wetting Ice Control Materials**

Pre-wetting is the addition of a liquid to a solid ice control chemical or abrasives prior to distribution on the highway. The liquid application rate typically ranges from 8 to 20 gallons of liquid per ton of solid ice control chemical, depending on the efficiency of the pre-wetting technique and the gradation of the solid chemical. The benefits of this procedure include:

- Improving the retention of the materials on the road or ice surface.
- Accelerating the melting action of the solid ice control chemical
- Allowing the solid ice control to work better on lower pavement temperatures

Improved effectiveness should yield an overall reduction in solid ice control chemical use.

Any liquid if it is mostly water and will not freeze during operations is suitable for pre-wetting. **CRANBERRY** is currently using salt brine (23.3% salinity) along with corrosion inhibited magnesium

chloride solution for pre-wetting.

Pre-wetting will occur with every load of rock salt and (depending on the pavement surface temperature) we will start with salt brine in storms having pavement surface temperatures above 20 deg F and when necessary to spread material on packed, icy or dry pavement. Once the pavement surface temperature drops below 20 deg F we will begin using the Blended Brine/Magnesium liquid when spreading material. The decision to switch pre-wetting liquids remains with **Cranberry** management.

## **II.F.5 Factors that Impact the Choice of Ice Control Treatments and the Application Rates of Snow and Ice Control Materials**

### **II.F.5.a Pavement Surface Temperature**

Pavement temperature is one of the most important factors that impacts treatment decisions. A number of factors influence this temperature and understanding them will aid in making treatment decisions.

#### **SOLAR RADIATION OR SUNSHINE**

Solar radiation can warm surface temperatures significantly above air temperature. The darker the surface, the more pronounced this effect will be. It is not uncommon to have surface temperatures 30 to 40 Fahrenheit degrees above the air temperature early in the afternoon. As the angle of the sun above the horizon increases, solar warming increases. The lowest sun angles occur at the winter solstice and at sunrise and sunset of each day.

#### **CLEAR NIGHT SKY RADIATION**

Just as the sun warms surfaces through radiation, clear night skies, with little or no wind, cool surfaces. This can result in pavement surface temperature being colder than the adjacent air temperature. This condition often allows black ice or frost to form on the pavement surface. This cooling is also related to the subsurface temperatures and the time of the year.

#### **GEO-THERMAL EFFECTS**

Subsurface temperature influences pavement surface temperature primarily through thermal conduction. In the fall, when the earth is still warm and short-term air temperature drops below freezing, absent radiational effects will probably not cause the pavement surface to fall below freezing. During the spring, at the end of the season, pavement surface temperatures will remain cold although the air temperature is warmer (absent radiational effects). Bridge decks may freeze quicker than adjacent road surfaces in the fall due to the lack of thermal conduction provided by the earth. However, in the spring bridge decks can warm more quickly than surrounding surfaces for the same reason.

#### **AIR TEMPERATURE AND WIND**

Absent radiational and geo-thermal effects, the pavement surface temperature will always be moving toward the adjacent air temperature. The rate of temperature change is usually slower than changes caused by radiational or geo-thermal effects. However, with increasing wind speed, the rate of pavement temperature change due to air temperature will increase.

#### **TRAFFIC**

Traffic can slightly increase pavement surface temperature as a result of tire-road friction and the

radiant effects of engine and exhaust systems.

#### **II.F.5.b Dilution of Ice Control Chemical**

There are several factors that influence how quickly an ice control chemical reaches Acritical dilution or the freezing point.

##### **WATER OR SNOW AND ICE ON THE PAVEMENT AT THE TIME OF TREATMENT**

This is largely due to the effectiveness of the plowing operation or accumulation on the road if there is no plowing prior to the chemical treatment. The more water or snow/ice on the pavement at the time of treatment, the more quickly it will dilute the ice control chemical.

##### **ICE CONTROL CHEMICAL FORM**

Liquid ice control chemicals are quite dilute (23% - 32%) to begin with. With dilution, they will reach the freezing point more quickly than solid chemicals that are nearly 100% chemical.

##### **ICE CONTROL CHEMICAL TYPE AND GRADATION**

Some solid chemicals go into solution more quickly than others. Their potential for critical dilution is greater. Finer graded solid chemicals also go into solution more quickly. Different chemicals also have different ice melting rate characteristics.

##### **ICE OR WATER CONTENT OF THE EVENT**

The ice content of snow and ice events varies dramatically. Light, fluffy dry snow has an ice or water content in the range of 5%. Wetter heavier snow may be as high as 80% ice or water. Rain, freezing rain, and sleet all have nearly 100% water or ice. Higher ice content events will dilute ice control chemicals more rapidly.

##### **EVENT INTENSITY**

The more intense the precipitation rate, the quicker it will dilute an ice control chemical.

##### **CYCLE TIME OF CHEMICAL TREATMENTS**

The longer the time between treatment cycles, the greater the opportunity for dilution, however, cycle times should be long enough to allow the chemicals to work.

##### **CLEARING ABILITY OF PLOWS**

The more snow and ice mechanical equipment removes, the less dilution will occur in the following chemical treatment.

##### **ICE-PAVEMENT BOND AT THE TIME OF TREATMENT**

This may be the single most important factor effecting chemical dilution. If there is ice-pavement bond, more ice control chemical will usually be required in order to be effective. The thickness of the bonded ice is also important. Very thin ice will require little or no additional ice control chemical while thick ice and snowpack will require significantly more. The following are indications that there is not ice-pavement bond:

- i. A spray of water will be produced by moving vehicle tires.
- ii. On loose snow or slush-covered roads, the track created by moving tires will

- appear bare.
- iii. There will be many bare spots on freshly plowed pavement.
- iv. Scraping the snow or ice on a pavement with a plow (or shovel) will easily expose the pavement surface.
- v. The plow will make a louder noise if there is no bond

## TRAFFIC

Traffic can have positive and negative effects on ice control efforts. Mechanical agitation helps break up snow and ice that have been weakened by the ice control chemicals, aids in allowing chemicals to go into solution quicker and keeps some potentially frozen brine solutions from solidifying. Traffic can also remove ice control chemicals from surface and consolidated snow to form pack. Vehicle generated wind and natural wind can displace solid chemicals and cause tire spray to leave the pavement environment.

### II.F.5.c Ice-Pavement Bond at the Time of Treatment

If there is ice-pavement bond at the time of treatment, more ice control chemical will be required to penetrate the ice, break the bond and remain above critical dilution until the next treatment. Very thin ice would be an exception to this.

### II.F.6 Deciding on an Ice Control Treatment

Every time a snow or ice treatment is being designed, as much of the following information as possible should be on hand or estimated:

- a. The level of service prescribed by **CRANBERRY** policy
- b. Present pavement temperature
- c. Trend of the pavement temperature
- d. Is the remaining snow or ice before treatment bonded to the surface?
- e. Traffic volume and timing

Once some determination of the items above and other operational considerations has been made, a decision on treatment can be made. It is likely that every treatment will be different as the critical factors are always changing.

**Table 4** (Recommended Ice Control Treatment) summarizes the most recent available guidance for ice control. Here the factors that relate to pavement surface temperature and ice-pavement bond are displayed in a fairly simple matrix. The ice -pavement bond characteristic determination can be made by operators or supervisors in the field using the guidance in II.F.5.b.

- These application rates are a starting point, rates will vary with temperature, precipitation type and cycle time
- Pre-wetted salt application rates tend to be lower than for dry salt. Pre-wetting salt is preferred as it improves longevity on the road.
- Plow to remove as much snow or ice as possible before material application
- Abbreviations: lb/LM – pounds per lane mile, G/LM – gallons per lane mile, NR = Not Recommended

**Table 4      Application Rate Guidelines for : Light Snow (<1 in/hr, 4" in 24hrs)**

Pavement Temp. Range, Trend	Road Surface Condition	Material Application					
		Liquid (G/LM)			Solid (lb/LM)		
		NaCl	MgCl <sub>2</sub>	CaCl <sub>2</sub>	Dry NaCl	Pre-Wet NaCl	Abrasives (less than 20% salt added)
32°F steady or rising	Dry	NR			NR		
	Icy patches	30 – 50	15 – 35	15 – 35	140 – 160	120 – 160	NR
32°F or below is imminent	Dry (snow forecast)	20 – 40	15 – 35	15 – 35	NR	75 – 125	NR
	Slush or light snow	NR	NR	NR	140 – 180	100 – 150	NR
25 to 32°F, remaining in range	Dry (snow forecast)	30 – 50	20 – 40	20 – 40	NR	100 – 150	NR
	Light snow cover	50 – 80	20 – 40	20 – 40	180 – 220	160 – 190	NR
20–25°F, remaining in range	Dry (snow forecast)	40 – 60	30 – 50	30 – 50	NR	150 – 200	NR
	Light snow cover	NR	NR	NR	250 – 300	220 – 260	NR
15–20°F, remaining in range	Dry (snow forecast)	NR	40 – 70	30 – 70	NR	200 – 250	NR
	Light snow cover	NR	40 – 75	30 – 70	325 – 375	275 – 325	500 – 750
0–15°F, steady or falling	Dry (snow forecast)	NR			NR	300 – 350	NR
	Light snow cover	NR			NR	300 – 350	600 – 900
Below 0°F, steady or falling	Light snow cover	NR			NR	NR	600 – 900

**Application Rate Guidelines for: Moderate Snow (1-2 in/hr, about 4-8" in 24hr)**

Pavement Temp. Range, Trend	Road Surface Condition	Material Application					
		Liquid (G/LM)			Solid (lb/LM)		
		NaCl	MgCl <sub>2</sub>	CaCl <sub>2</sub>	Dry NaCl	Pre-Wet NaCl	Abrasives (less than 20% salt added)
32°F steady or rising	Dry	NR			NR		
	Icy patches	30 – 50	15 – 35	15 – 35	140 – 160	120 – 160	NR
32°F or below is imminent	Dry (snow forecast)	20 – 40	15 – 35	15 – 35	NR	75 – 125	NR
	Slush or light snow	NR	NR	NR	140 – 180	100 – 150	NR
25 to 32°F, remaining in range	Dry (snow forecast)	30 – 50	20 – 40	20 – 40	NR	100 – 150	NR
	Light snow cover	50 – 80	20 – 40	20 – 40	180 – 220	160 – 190	NR
20–25°F, remaining in range	Dry (snow forecast)	40 – 60	30 – 50	30 – 50	NR	150 – 200	NR
	Light snow cover	NR	NR	NR	250 – 300	220 – 260	NR
15–20°F, remaining in range	Dry (snow forecast)	NR	40 – 70	30 – 70	NR	200 – 250	NR
	Light snow cover	NR	40 – 75	30 – 70	325 – 375	275 – 325	500 – 750
0–15°F, steady or falling	Dry (snow forecast)	NR			NR	300 – 350	NR
	Light snow cover	NR			NR	300 – 350	600 – 900
Below 0°F, steady or falling	Light snow cover	NR			NR	NR	600 – 900

**Application Rate Guidelines for: Heavy Snow (>2 in/hr, >8" in 24hr)**

Pavement Temp. Range, Trend	Road Surface Condition	Material Application					
		Liquid (G/LM)			Solid (lb/LM)		
		NaCl	MgCl <sub>2</sub>	CaCl <sub>2</sub>	Dry NaCl	Pre-Wet NaCl	Abrasives (less than 20% salt added)
32°F steady or rising	Dry	NR			NR		
	Icy patches	30 – 60	15 – 35	15 – 35	150 – 180	130 – 170	NR
32°F or below is imminent	Dry (snow forecast)	20 – 40	15 – 35	15 – 35	NR	100 – 150	NR
	Slush or light snow	NR	NR	NR	150 – 200	125 – 175	NR
25 to 32°F, remaining in range	Dry (snow forecast)	40 – 60	20 – 40	20 – 40	NR	125 – 175	NR
	Light snow cover	60 – 90	NR	NR	225 – 275	175 – 250	NR
20–25°F, remaining in range	Dry (snow forecast)	NR	30 – 50	NR	NR	200 – 250	NR
	Light snow cover	NR	NR	NR	275 – 325	225 – 300	500
15–20°F, remaining in range	Dry (snow forecast)	NR	40 – 70	NR	NR	200 – 250	NR
	light snow cover	NR	NR	NR	300– 350	275 – 325	500 – 750
0–15°F, steady or falling	Dry (snow forecast)	NR			NR	300 – 350	NR
	light snow cover	NR			NR	400 – 500	600 – 900
Below 0°F, steady or falling	light snow cover	NR			NR	NR	600 – 900

## **II.F.7 Application of Ice Control Chemicals and Abrasives**

### **II.F.7.a Application Techniques for Solid Ice Control Chemicals**

After the ice control treatment for prevailing conditions has been decided, the final step is to get the designed treatment in the right location at the right time. There are a few techniques for spreading solid chemicals that can optimize treatment effectiveness:

#### **TRAVEL LANES**

Try to place solid ice control chemicals in a narrow band near the high edge of each lane on two lane highways. On multi-lane highways, a more general distribution may be used in spreading on more than one lane.

#### **BRIDGES AND OTHER ELEVATED STRUCTURES NOT RESTING ON EARTH**

In the fall and at other times when there is a rapid, severe, decrease in air temperature, elevated structures are likely to be colder than adjacent pavement on earth. The application rate made be increased by up to 20 percent on these structures so chemical solution freezing will not occur or will occur at about the same time as the surrounding pavement. Toward spring, when air temperatures are warming, structure temperatures are likely to be warmer than the surrounding pavement. Higher application rates are not necessary in this situation.

#### **STRONG CROSS WINDS AND BLOWING AND DRIFTING SNOW**

When spreading in strong cross winds, try to keep the spreader upwind of the intended spread location. If the wind is too strong, and the pavement temperature is low, spreading may not be appropriate.

#### **BANKED OR ELEVATED CURVES**

Try to keep the spread pattern on the high side of elevated curves. As the chemical works, chemical brine will migrate over the remainder of the pavement.

#### **PARKING AREAS AND WALKWAYS**

Spreading ice control chemicals as evenly as possible over the entire paved area is recommended for parking areas and walkways. These areas present an opportunity for pre-event anti-icing with solid chemicals as traffic will not displace them very readily from the surface.

#### **THE WORST CASE SCENERIOS**

The worst cases usually occur when the chemical treatment is quickly overwhelmed (diluted) by excessive amounts of water or ice. Blizzard conditions (intense snowfall, wind, very cold temperatures) quickly dilute ice control chemicals and render them virtually useless. If the pavement temperature going into and coming out of a blizzard is expected to be low, then plowing only is probably the best strategy. After the blizzard if it is still very cold, use abrasives as necessary until warmer temperatures will allow chemical de-icing to work. If the pavement temperature throughout and after the blizzard is likely to be fairly warm, a treatment with an ice control chemical before or early in the storm followed by plowing only throughout the storm, will make de-icing at the end of the storm much quicker.

Rapidly accumulating freezing rain is a major maintenance concern. The best strategy here is to apply solid ice control chemicals, at a high rate, in very narrow bands in the high side wheel path of each lane. Usually, this will provide a location in each lane that will have enough friction to allow vehicles to stop and steer.

## **GETTING THE APPLICATION RATE RIGHT**

Application rates for ice control chemicals are usually specified in pounds per lane mile. Spreaders are usually calibrated to deliver pounds per mile (the discharge rate). It is important to understand that relationship in order to be sure the proper application rate is being used. The application rate is the number of pounds dispensed per mile (the discharge rate), divided by the number of lanes being treated.

### **II.F.7.b Applying Abrasives (Anti-Skid) and Abrasives (Anti-Skid) /Chemical Mixtures**

- i. The application rate (when necessary) shall start at 250 lbs/per lane mile. Adjustments are made according to the specific weather and precipitation during the event.
- ii. Abrasives and mixes should be spread reasonably uniformly across the travel lanes, within the confines of the plowed path.

## **11.F.8 Materials Spreading Equipment**

Materials spreading equipment is most efficient and effective when associated with plow trucks. Independent plowing and spreading operations require almost impossible coordination. By spreading chemicals on freshly plowed surfaces, the chemicals will dilute less and last longer. Most chemicals need time to work. Uncoordinated plowing that removes chemicals from the surface too soon is wasteful.

There are a variety of solid material spreader types used by **CRANBERRY**. These include V-Box (slide-in or frame mount), and under- tailgate.

### **II.F.8.a Calibration**

Whatever materials distribution system is used, it must be calibrated. This will assure that the proper amount of material is being applied. Over-application is wasteful and under-application will not achieve the desired results. Solid material spreaders are usually calibrated by capturing and weighing material dispensed at various speeds, control settings and gate openings. A back-up or manual calibration for automatic control systems should be developed for each spreader. A calibration procedure for solid chemicals appears below.



Calibration procedures for liquid spreaders are similar except that the liquid is captured in a container and the time of discharge is recorded. This will yield a rate of discharge (volume or weight) that can be related to vehicle speed and area of coverage for calculating application rate.

Prewetting systems also require calibration. Here, the pre-wetting liquid is captured and related to the amount of solid ice control chemical dispensed in the same time duration. Adjustment is primarily a function of changing nozzle size.

For smaller and hand operated solid material spreaders, a band of material can be run across a plastic tarp. The area of that band on the tarp is measured and the amount of material on the tarp is weighed. The weight of material on the tarp divided by the area of material on the tarp is the application rate for these spreader conditions.

#### **II.F.8.b Spread Pattern Control**

Most commercial materials spreaders have the capacity of adjusting the spread pattern they deliver. The most common device for spreading solid materials is a vaned spinner plate. The distance material is cast is controlled by the speed of the spinner plate. The faster the spinner plate rotates the farther it will cast material.

The direction of cast from spinner plate is controlled by the direction of rotation of the spinner and the location of the point where the material drops onto the spinner plate. Material dropped on one side of the spinner plate is generally discharged on the opposite side. Deflectors or skirts that divert the cast material downward provide additional control.

The proper spread pattern adjustments should be determined on the floor of the chemical storage facility. By pushing the discharged material into a windrow that runs parallel to the back of the spreader, a good indication of spread pattern can be obtained. Spread patterns determined by this method should be field verified by observing the distribution under actual operating conditions and adjusting as necessary. The spread pattern for liquid distribution systems is usually accomplished by adjusting the direction and spacing of the nozzles. Observing the pattern is the best method to determine if it provides the desired distribution.

#### **II.F.8.c Spreading Speed**

The potential for solid ice control chemicals to bounce and scatter increases with increasing truck speed. Spreading speed should be as slow as possible, consistent with maintaining a safe speed in traffic.

### **II.G Post-Storm Activities**

#### **II.G.1 Post-Storm Evaluations**

Post-storm evaluations should be conducted at the crew level. The following should be discussed, and significant findings/results should be committed to record:

- a. Personnel issues
- b. Materials and materials management issues

- c. Equipment issues
- d. Safety issues
- e. Weather and information system accuracy
- f. Observed storm conditions
- g. Treatment effectiveness and pavement conditions
- h. Motorist response issues
- i. Coordination and cooperation issues
- j. Effectiveness and efficiency of safety restoration activities:
  - i. Melt water control
  - ii. Snow containment features, and potential problems on bridges
  - iii. Safety appurtenances attenuators, median and safety barrier, guard rail, etc.
  - iv. Traffic restriction areas
  - v. Narrow raised features
  - vi. Signs and delineators
  - vii. Sight distance restorations
  - viii. Drainage features
  - ix. Raised obstructions

#### **II.G.2 Post-Storm Operational Tasks**

The following is a partial list of post-storm operational tasks that should be accomplished:

- a. Asset inventory (number and operational status)
  - Personnel
  - Materials
  - Equipment
  - Information system
- b. Treat Persistent Snow and Ice Conditions
  - Blow-over areas
  - Freeze-back areas
  - Areas with snowpack or ice
- c. Road Maintenance Activities
  - Pothole patching
  - Appurtenance repair
  - Brush and tree work
  - Sign and delineator work
- d. Abrasives clean-up in critical areas
- e. Equipment repair, cleaning, maintenance, and re-calibration
- f. Maintenance and inventory of ice control materials
- g. Yard and facility clean up
- h. Repair of damaged safety appurtenances, signs, etc.
- i. Parts and fuel inventories

## **II.H Post Season Activities**

### **II.H.1 Evaluation of All Elements of Snow and Ice Control Operations During the Past Season**

The following is a partial list of topics that should be discussed, evaluated, and committed to writing at the crew, and **CRANBERRY**-wide levels following the winter season:

- a. Personnel
- b. Materials & availability, management, problems, etc.
- c. Equipment
- d. Maintenance of equipment
- e. Safety
- f. Treatment effectiveness
- g. Weather and other information systems
- h. Routing and response
- i. Level of service
- j. Highway and bridge design issues that may have impacted snow and ice control
- k. Cooperative agreements and inter-agency cooperation
- l. Contracts
- m. Emergency response/management
- n. Media and public information

### **II.H.2 Post Season Equipment Maintenance**

The following equipment should be repaired, given use or time-based maintenance, and prepared for storage as required:

- a. Material spreaders
- b. Pre-wetting systems
- c. Storage tanks and pumps
- d. Plow equipment
- e. Trucks, loaders, etc.

### **II.H.3 Materials, Equipment and Parts Inventory and Acquisition Activities**

With the long lead-time required to acquire commodities, the inventory and purchase activities for next season should begin for:

- a. Abrasives
- b. All ice control chemicals
- c. Plow equipment
- d. Safety equipment
- e. Spare parts

#### **II.H.4 Continuous Improvement Activities**

**CRANBERRY** is committed to continuous improvement of all its operations. Snow and ice control is no exception. Forums available at all levels of **CRANBERRY** include:

- a. Direct communication with the office of the Director of Public Works
- b. Task specific employee meetings.
- c. Suggestion program.
- d. Customer interaction.
- e. Transfer of best practices or successful innovations (internal and/or external to **CRANBERRY**); and
- f. Training.

### **III. MATERIALS (ROAD SALT) MANAGEMENT PLAN**

#### **III.A. Background**

Road salt (sodium chloride) can have adverse environmental, infrastructure and vehicle effects. Potential environmental effects have been identified in the areas of:

1. Surface water
2. Ground water
3. Soils
4. Vegetation
5. Wildlife

However, these effects have been only observed in situations where:

1. Highway salting was excessive
2. Uncovered stockpiles of salt and sand/salt mixtures were allowed to remain exposed to the elements
3. Unique wind patterns and earth geology permitted a rapid departure of salt from the highway or stockpile environment

Vehicle and infrastructure effects are well known and are generally accommodated in the design of these elements.

Salt is the most common and least expensive ice control chemical and is likely to be the material of choice well into the future.

With the above in mind, it is **CANBERRY'S** policy to create a reasonable balance among cost, safety (**CRANBERRY** plow operators and the traveling public) and environmental responsibility with its snow and ice control operations.

#### **III.B. Situational Analysis**

**CRANBERRY** is not aware of any locations within the zone of influence of highway salting where road salt is creating severe negative environmental effects.

### **III.C. Salt Management Plan**

**CRANBERRY** will utilize best practices as the primary tool in salt management.

#### **III.C.1. Highway Use**

**CRANBERRY** will do the following in support of this salt management plan:

- a. Use only the amount of salt necessary to provide a satisfactory level of service for individual combinations of weather and road conditions
- b. Calibrate all materials spreading equipment to allow the proper application rates of salt
- c. Upgrade equipment over time to include ground speed materials application rate control
- d. Acquire technology to assist in better defining weather and road conditions
- e. Conduct operations in an efficient and effective manor
- f. Use pre-wetting of salt when operationally necessary
- g. Train cranberry employees in the use of appropriate snow and ice control procedures and the importance of salt management
- h. Use the principles of **CONTINUOUS IMPROVEMENT**

#### **III.C.2. Non-Highway Considerations**

- a. **CRANBERRY** stores all its salt under structural cover
- b. Loading salt on to trucks will be done within the salt storage structure to the extent possible
- c. Trucks will be loaded only to a point below where spillage is likely to occur
- d. All trucks and spreaders will be washed in the wash bay where appropriate wastewater controls are in place
- e. All salt spillage in the yard will be cleaned up ASAP or after every snow event.
- f. The salt storage area shall be lit during all nighttime operations
- g. The salt storage area shall be kept clear of all stored equipment and materials to not interfere or cause a hazard during loading and unloading of salt and magnesium chloride.