

LIVINGSTON COUNTY HIGHWAY DEPARTMENT

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WINTER OPERATIONS POLICY

It is the intent of the Livingston County Highway Department to provide safe and reasonable winter driving conditions on county highways for the general public. At the same time, the method for snow removal must economically balance the benefits against adverse effects of de-icing to highways, structures, and the environment on the county highway system. Also, the policy is based on one shift of personnel, which determines the number of employees in the maintenance division of the highway department. As a general rule, the highway department makes every attempt to keep all county highways passable during the time when a majority of the public will be at or traveling to and from work.

The snow removal operation is a primary function of the maintenance division. It is under the immediate supervision of the Maintenance Foreman and the general supervision of the County Engineer. Each individual can institute a snow call-out of any magnitude that would carry out this policy.

Generally, snow removal operation will begin after an accumulation of 2 inches or more. Snow operations will begin at 5:00 AM, if conditions exist, and end at approximately 8:00 PM so that the operation may again be ready at 5:00 AM the next morning. Specific conditions may warrant deviation from these times as determined by the Maintenance Foreman or County Engineer. The maintenance division will respond to call-outs for specific emergencies (fire, ambulance, power outage, etc.) on a 24-hour as-needed basis.

The amount of personnel and equipment assigned to a specific winter storm event is divided into three classes:

De-icing Only: Freezing rain, icing conditions

A limited salt application policy is utilized. Six to eight routes are run using trucks and tailgate spreaders to salt at stop signs, curves, hills, railroad crossings, bridge decks and through towns and villages. In addition to these locations, if weather conditions warrant the use of de-icing agents, attempts will be made to de-ice complete sections of County Highways with Average Annual Daily Traffic (AADT) volumes of 1,000 vehicles or greater. It is important to note that salt does not work at extremely low temperatures and there are times in which ice control materials are not applied. When the wind is blowing hard and the temperature is cold enough, snow will often times blow across the road, rather than build up on the road if de-icing agents are not present. If ice control materials are on the road they tend to catch the snow and accelerate the drifting process.

Light Snows: Up to \pm 3 inches of snow accumulation

Six to eight routes are run using snowplow trucks only. It usually takes 4 to 5 hours to make a complete round on each route. A "round" is defined as one plow width (9') in each lane.

Heavy Snows: Over ± 3 inches of snow accumulation

Ten routes are run using eight trucks and two motor graders (one endloader and one backhoe loader are available for cleaning intersections and drifted areas for very heavy snows). Holes are punched one lane wide through drifted areas so that vehicles can get through the whole County Highway System before widening out to 2 lanes. It could take anywhere from 4 to 5 hours to a matter of days in extreme conditions of heavy snow and high winds to have at least one lane of travel open on the entire system.

It is not the department's policy to secure a "bare pavement" on all roads. It is the intent of this policy to clear the County Highway System of accumulations of snow and drifted snow due to high winds in order to make the highways "passable" as soon as practicable. Salting of highways after snow removal has been completed will be limited to the areas described under De-icing Only if icing conditions still exist.

Snow removal shall generally progress in the following order of priority:

1. Clear traffic lanes of accumulated snow
2. Plow wider widths after 2-way traffic is established
3. Plow highway shoulders
4. Clear intersections
5. Check intersections and remove snow obstructing vision where snow has been piled

No time frame is established to accomplish the above priorities. Weather conditions, severity of snowfall and one-shift personnel limitations will dictate the department's ability to adhere to the priority list. Additionally, snow removal operations may be temporarily suspended if visibility is so poor the snow plow drivers cannot operate safely.

(Policy : February 8, 2000, Revised November 14, 2005, Revised Jan 10, 2013, Revised May 24, 2024)