

# 2018 – 2019 MONTGOMERY COUNTY SNOW PLAN

## COMMUNICATION DURING SNOW/ICE SITUATIONS

Communication will be established prior/during all winter storms between the Sheriff's Office, Public Works Department, and Emergency Preparedness Director.

## COMMUNICATION DURING EXTREME EMERGENCIES

Public Works Department will consult with Emergency Personnel during extreme emergency situations and then the local media will alert the public.

The County may also call upon local contractors to aid in snow/ice removal at various locations throughout the county during extreme snow/ice storms.

<b>MEDIA</b>	<b>OFFICE #</b>	<b>FAX #</b>
KGGF Radio	251-3800	251-9210
KIND Radio	331-3000	331-8008
Independence Reporter	331-3550	331-3550
Coffeyville Journal	251-3300	251-1905

## GENERAL STATEMENT OF OBJECTIVES

The clearance of roads at any cost, under any circumstances, day or night, is **NOT** the County's policy, **NOR** is it the policy of Montgomery County to provide a "dry" pavement condition or to provide snow and ice control services 24 hours a day.

Typical hours of operations for snow and ice control are from the hours of 4:00A.M. to approximately 9:00P.M. Snow and ice control operations will be primarily focused on morning and evening commuter travel times. During Blizzard and White Out conditions the county will not attempt to provide any snow and ice services until such conditions have ended.

Due to the nature of winter weather conditions, it is an unrealistic expectation to have a roadway completely and immediately clear from snow or ice. Montgomery County's goal is to maintain roads in a passable driving condition for vehicles **properly equipped** for winter driving conditions. Motorists are expected to modify their driving practices in accordance with the road conditions.

At times there may be sections of roadways that have been treated for winter travel that may still continue to have residual snow and ice in compacted conditions until warmer temperatures or de-icing materials are applied to allow for complete melt-off after a storm. These conditions may be continuous or they may be localized in certain areas of the road depending on temperature and other factors.

## LEVEL OF SERVICE

### **Type of treatment:**

The asphalt roads will be chemically treated with salt and chips spread first at intersections, bridges, curves and hills and then the asphalt roads will be plowed. Rural gravel roads will only be

bladed with motorgraders and will **not** be chemically treated. In extreme weather situations some roads may be closed due to the winter weather conditions.

### **Priority of Treatment:**

In the implementation of snow and ice removal of the county asphalt roads, the Public Works officials shall select the actual sequence of roads to be cleared in the following order:

- Requested emergency vehicle routes that are responding to emergency calls.
- Based on school bus routes.
- Based on traffic volume.
- Based on public safety.

The County's level of service will be one-wheel path in each lane and will have intermittent bare/wet wheel paths. Once the level of service for a given route has been achieved equipment may be reduced or reassigned. Snow removal of gravel roads will be based upon the school bus routes, with those roads being opened up first.

### **Snow disposal procedures:**

In extreme situations of heavy snow and prolonged cold weather, after the roads have been deemed passable, it may be necessary to load and haul away snow from various roads and intersections.

## **LEGAL ISSUES**

### **Damage:**

It is prohibited to deposit snow from driveways or parking areas on to county roads.

**Mail boxes** - It shall be the policy of the Public Works Department to repair or replace only those mailboxes that have been damaged due to direct contact with the plow. Most damage to mailboxes is caused not by direct contact but by the heavy windrow of snow being carried by the plow blade and deposited along the roadside as the truck moves forward. Mailboxes being directly struck by a plow will be temporarily repaired as soon as possible, with permanent repairs usually being done at a later date depending upon the weather. Any replacement of mailboxes damaged by direct contact with the plow will consist of a generic, standard size metal mailbox mounted on a wooden post.

**Turf/Landscaping** - Landscaping and lawns, including but not limited to; shrubs, trees, inanimate objects, etc. installed by a property owner within the ROW will be the responsibility of the owner and the owner assumes all risk of damage to such items. Furthermore, the County cannot reasonably control drift or discharge of snow and/or shoulder materials from the snowplow into roadside ditches and lawns. The county will not be responsible for the removal/repair of any shrubs, yard ornamentation, turf or landscaping, should materials inadvertently cast into adjacent lawn areas by the plow.

**Driveways** - During snow removal operations the accumulated windrow of snow being pushed and carried by the plow inevitably gets deposited to the trucks' right side shoulder and/or ditch along its route. Driveways along the route also get filled in. The Public works Department assumes no responsibility for the removal of snow deposited in driveways as a result of normal snow removal operations, if this occurs the county **WILL NOT** clear the driveway and it is not practical to change the angle of the blade to avoid driveways. The Public Works Department cannot provide exact times that a certain road will be plowed

## **OPERATING PROCEDURES**

Training - All snowplow operators will possess a CDL license. Operators who are not experienced snowplow operators will ride with experienced operators. After a period of time they will operate accompanied by an experienced operator.

Routes are pre-set and drivers are assigned to them at the beginning of the season. Operators are to check in on a regular basis. Call-out will be based on volunteer basis when there is a 50% chance for snow.

Overtime/Shifts/Scheduling- Based on Department Policies

## **MATERIALS MANAGEMENT**

### **Types:**

The salt to chat mix is a 20% to 25% ratio for our regular operating blend.

### **Storage:**

Montgomery County has covered storage buildings for both raw salt and mixed salt at two locations, Independence and Dearing.

### **Controls:**

Inventory is kept as an estimate weight per loaded truck that is taken out, and then checked against the weight tickets that are hauled in.

### **Stranded Vehicles:**

Employees will try to assist the occupants of stalled vehicles by contacting the sheriff's office or other sources by phone or radio.

County equipment should not be used to pull/push a privately owned vehicle that has run off the roadway.

## **EQUIPMENT MANAGEMENT**

### **Equipment Inventory List:**

- 9 Tandem Axle trucks with snowplow and spreader boxes
- 2 Single Axle trucks with snow plow and spreader boxes
- 9 Motor graders
- 5 Rubber Tired Backhoes
- 1 Rubber Tired Wheel Loader

### **Pre-season:**

Hook up plows, spreader boxes and lights to ensure proper working condition and make repairs as necessary.

### **In-season:**

Daily walk arounds

## **Post-season:**

Inspect and store away plows and spreaders boxes. Make repairs as necessary. Wash equipment and attachments to remove all salt. Oil and grease all attachments prior to storage.

## **Route Maps:**

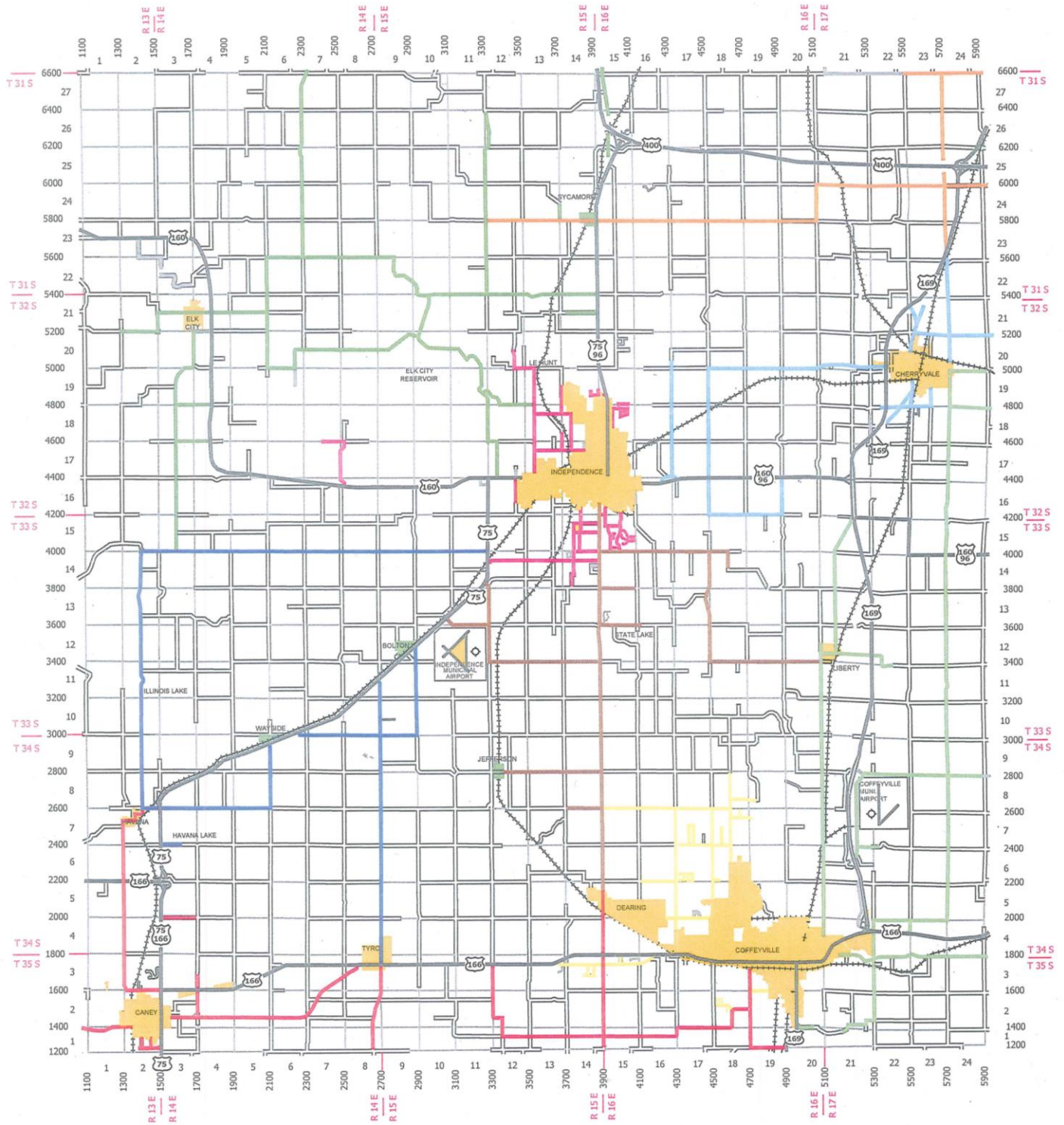
### **Truck routes (Paved Roads):**

- |   |                  |
|---|------------------|
| 1.) Elk City Lake Area (Northwestern portion of county) | Approx. 42 miles |
| 2.) Cherryvale Area (Northeastern portion of county)    | Approx. 25 miles |
| 3.) Independence Area (Benefit districts around town)   | Approx. 26 miles |
| 4.) 10 <sup>th</sup> Street Road Area                   | Approx. 35 miles |
| 5.) Caney Area (Southwestern portion of county)         | Approx. 35 miles |
| 6.) Dearing/Indian Village Area                         | Approx. 27 miles |
| 7.) Coffeyville Airport/Olive Street/Liberty            | Approx. 45 miles |
| 8.) Sycamore Blacktop                                   | Approx. 21 miles |
| 9.) Tyro/Havana/Wayside/Bolton Area                     | Approx. 36 miles |

### **Grader routes (Gravel Roads):**

- |                   |                  |
|-------------------|------------------|
| 1.) Eric Eli      | 2.) Stan Gartner |
| 3.) Steve Kimzey  | 4.) Matt Blumer  |
| 5.) Kevin Johnson | 6.) Tim Johnson  |
| 7.) Mike Tosh     | 8.) Ken Gartrell |

# MONTGOMERY COUNTY 2018-2019 TRUCK/SNOW ROUTE ALL ROUTES



- Elk City Lake Area (Northwestern portion of county)
- Cherryvale Area (Northeastern portion of county)
- Independence Area (Benefit districts around town)
- 10th Street Road Area
- Caney Area (Southwestern, Southern portion of county)
- Dearing/Indian Village Area
- Coffeyville Airport Area
- Sycamore Blacktop
- Tyro Area

- - - Gravel/Dirt Road
- Asphalt Road
- State Highway
- Incorporated City
- Unincorporated City

ALL STATE HIGHWAY &  
COUNTY ASPHALT ROADS  
SHOWN AS SOLID LINE

Rev Base Map 7-21-16  
Printed 9-18-2018



MONTGOMERY COUNTY  
DEPARTMENT OF PUBLIC WORKS