

6. ROADWAY – SNOW & ICE CONTROL

Asset Type:	ROADWAY – SNOW & ICE CONTROL
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Policy: *The Department shall plan for and attempt to promptly and efficiently treat and remove snow and ice from all highway systems or make them passable as soon possible. This is considered an emergency activity and is intended to maintain roadway assets while ensuring the safety of the traveling public and year-round use of the state highways without undue delays.*

6.1 Route Planning and Priority Designations

- 6.1.1 **Activity Description:** The prioritization of all routes which should be cleared of snow and ice in accordance with the needs of all State highway systems and within the available resources.
- 6.1.2 **Purpose of Activity:** To identify and designate snow and ice control levels of service that are both efficient and attainable within the available resources.
- 6.1.3 **General Guidelines:**
 - A. Priority Designations
 1. Priority 1 routes include all National Highway System Routes, all Interstate Routes, and selected primary and secondary routes.
 2. Priority 2 routes include all other non-Priority 1, medium-service primary and secondary routes having a functional classification of Principal Arterial, Minor Arterial, Major Collector, or Minor Collector.
 3. Priority 3 routes include low-service primary and secondary routes and subdivision streets not designated as Priority 1 or Priority 2 Routes.
 4. Priority 4 routes include all other low volume routes within the state rights-of-way.
 - B. Additional Snow Preparation Factors and Priority Setting Criteria
 1. Emergency access
 2. Access to weather and road conditions
 3. Personnel and equipment rosters
 4. Alternate snow storage locations

Levels of Service for Snow & Ice Control

Table A

Accumulation (inches)	Priority 1 Routes Treated/Plowed/Cleared	Priority 2 Routes Chemical Treatment & Plowing During the Storm	Priority 3 Routes Sanded/Plowed	Priority 4 Routes Sanding as needed; Plowing when feasible
0 – 2	100% Bare Pavement within 12 hours after end of storm	Completion within 12 hours after end of storm	Sanding as needed; Plowing when feasible	All other roads not in Priorities 1 - 3
2 – 4	100% Bare Pavement within 12 hours after end of storm	Completion within 18 hours after end of storm	Sanding as needed; Roadways passable Plowing when feasible	
4 – 8	100% Bare Pavement within 24 hours after end of storm	Completion within 36 hours after end of storm	Sanding as needed; Roadways passable Plowing when feasible	
8 – 12	100% Bare Pavement within 24 hours after end of storm	Completion within 48 hours after end of storm	Sanding as needed; Roadways passable Plowing when feasible	
12 – 18	100% Bare Pavement within 36 hours after end of storm	Completion within 48 hours after end of storm	Sanding as needed; Roadways passable Plowing when feasible	
18+	100% Bare Pavement within 48 hours after end of storm	Completion within 72 hours after end of storm	Sanding as needed; Roadways passable Plowing when feasible	
Ice or Freezing Rain	100% Bare Pavement within 12 hours after end of storm	Completion within 12 hours after end of storm	Sanding as needed; Plowing when feasible	

6.2 Snow Readiness and Dry Run Training

6.2.1 Activity Description: Snow Readiness is a year-round program that involves inspection of and preventative maintenance for all VDOT and contractor snow-related equipment as well as employee assignments and familiarity with snow and