



WINTER OPERATIONS: DRIVER/OPERATOR PROCEDURES:



General Safety Call-Out Procedures

**Operations:
Plowing
Pre-Wetting
Anti-Icing
Bulk Plant**

INTRODUCTION:

Lane Position:

If possible, drivers are to position their trucks to salt both of the lanes where it is safe to do so.

Usually, it is not desirable to have a vehicle do this; however, with some units the discharge is in the centre of the back of the unit. It is best then to have the vehicle straddle the centre line in order to have the material end up on the crown of the road. If a driver does place the vehicle in this position on the road, he must exercise extreme caution.

Applying Salt to Hills:

Other concerns when distributing material relate to road grade. Some roads, of course, are more of a challenge than others. Road grade is defined as *the rise or fall of the roadway profile per 100 units of length*—we use the term to indicate how *steep* a road is, and it is expressed in a percentage.

In snow and ice control operations a hill that is over 5% in grade is considered critical. On hills as steep as this and steeper, coming to and from the University, drivers must focus on applying additional material to the crest of the hill—the highest point—and at the bottom.

<i>Areas for Application of Salt</i>	<i>How Salt Should be Applied</i>
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PLOWING:

As the operator of a snowplow, the driver has a major responsibility:

The objective is to move snow out of the way in a safe and timely manner.

The driver must be a competent, skilled driver of the vehicle.

The driver must be very knowledgeable about the equipment that is on the vehicle.

The driver must also be aware of the hazards associated with the *equipment* on the vehicle. With a front mount plow, there is a hazard in simply having this attachment on, whose length goes beyond the front bumper.

As well, difficulties can be encountered in tight areas and around corners.

Front Mount Plows...

- Can handle any amount of snow;
- Articulate for better results;
- Ride on shoes or castors.
- Can push snow further than can underbody plows.

However, Front Mount Plows:

- Require extra attention by the operator
- Require a longer turning radius
- Must be checked frequently for damage.

Simultaneous Plowing and Salting:

When operators are plowing, the spreader must be spreading only to the width of the plow.

Operators must try to not plow off the material that they have just spread.

Operators must shut off the spreader when stopped at an intersection.

Operators must increase the amount of material that they put down when plowing an intersection.

The speed that operators use when plowing and spreading together must be consistent with the correct speed for spreading—no faster than 25 km per hour.

If operators are applying brine and are plowing at the same time, they should spray only to the lane width.

The operator should always work from the inside or centre lane out when both plowing and applying materials. This prevents the operator from having to 'double-handle' the snow with extra passes later when the roads are being widened.

If the traffic is light, two lanes can be done at a time. Operators should not attempt to do more lanes than this because the material then becomes too sparse on the road and may not be effective.

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