

Snow and Ice Control

(Continued from Page 3)

you have some units that don't have both plows and spreaders then you need two plans, one for ice and one for plowing.

Your planning isn't finished yet though; you need a second set of plans for the major storms. These storms are the ones that occur once a season or maybe even only once in five years. We had one in the eastern part of New York during the holidays and western and northern New York had theirs around the 9th of January. During these storms nobody seems to have enough equipment as the storm is just too fast. You have to plan for these by admitting that the best you can do is keep the most important routes open, those that keep your through traffic moving and roads to each section for vital services. You may be able to open one lane of the Class two, and Class three roads; however, your major interest will be in the vital roads. Your plan then reassigns each unit to a smaller beat, preferably part of his original one. You should also try to line up some contractors who have big front end loaders and bulldozers that they would be willing to rent to you in case of a real bad storm. I would also locate a garage man with a wrecker who would be willing to aid you in getting abandoned cars off the highway. Nothing can slow your efforts down more than stalled cars. I don't know our legal position on this and ordinances may be necessary, but effective snow control dictates that we find some way to remove abandoned vehicles.

Your next step is to have each crew run over their beat several times before the season. They should become familiar with all its idiosyncrasies, where all the intersections are, its steep hills, guide rails and deep ditches. It also helps for this same crew to mark out the roads with snow poles. Not only should curbs and guide rail be marked but long stretches where there are no trees or buildings that outline the road. The little extra money you spend to reflectorize these poles will be well spent if they save your plow from running into a ditch some night.

You will find that your first few storms each season will reveal your outfit's shortcomings. Maybe one crew needs more training or one vehicle can't be depended upon and needs an overhaul or an easier beat. Finally don't feel that you can save lots of money if you drive a plow yourself. The best place for you is in a supervisory position. Get out and check the highways and see where the problems are; see where units can be shifted to roads that need more effort.

A few last points—use snow fence where you need it but don't forget that it's only effective when it's above the snow so you can figure on two or three lifts of it in certain area.

Learn the capability of chemical and chemical mixtures. You will find that these can save you a lot of trouble from hard packed snow and ice, not to mention the fact that all the abrasives you use eventually have to be loaded back on trucks, either off your shoulders and ditches or out of your culverts. Generally chemicals or chemical mixtures can be used economically in temperatures 15° and above. The lower the temperature the more chemical that has to be used or the stronger the mixture. The basic rule to remember in the use of chemicals is to get it down early in the storm, get it under the snow so that traffic won't get a chance to pack the snow down on to the pavement.

Utilize the men's time during the non-storm hours in caring for the equipment. Wash the equipment so that salt doesn't remain on it. Keep an adequate supply of blades and frequently used parts and don't be afraid to change these before they are completely worn out. It's better to throw away a mile or two of plow blade than to have to change it during the storm. Finally in spring when storms are infrequent keep the men busy painting the equipment.

In conclusion, keep a diary of your observations during the year and note all the problems you encounter. The next fall review this and try to adjust your operation to alleviate the problem.

No Town Funds To Be Expended For Maintenance and Repair of Private Roads

Q. May a town expend town funds for the maintenance and repair of private roads?

A. A private roadway may become a public road by (a) dedication to and acceptance by the town; (b) public use for a period of 10 years; (c) purchase by the town or (d) condemnation by the town. Absent any of such methods, the road remains a private road.

A town has no authority or responsibility to maintain, repair or improve, at town expense, a private street not owned by it, or prior to a formal acceptance of an offer for the dedication of such road and under no circumstances may machinery or equipment of the town be used for the benefit of private individuals. In addition, such expenditure is prohibited under Art. VIII, §1 of the State Constitution as constituting a gift of public funds in aid of private purposes. (From Op. State Compt. 69-957; 1/9/70)