

Snow Removal

Effective: July 11, 1969

UDOT 06A-42

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Purpose

To furnish the Utah Department of Transportation (Department) maintenance stations with directions to provide reasonable levels of service to the public throughout the state during a typical winter storm event. The maintenance stations will provide normal services as soon as available resources permit during unusual or extreme winter conditions.

Actual plow routes and equipment assignments are determined by the District Engineers using the winter storm maintenance standards. Anti-icing strategies may be developed and implemented using available road weather information systems (RWIS) and weather forecasts, in combination with accepted anti-icing techniques.

Policy

The Department provides an appropriate level of service on state routes based on available resources, roadway functional classification (maps available for viewing at <http://www.udot.utah.gov/main/f?p=100:pg:::::V,T:,1224>), importance to emergency services, importance to school bus routes, and importance to commerce. Each road is assigned a priority based on these factors. The primary objective is to keep at least one travel lane in each direction open to traffic and to provide intermittently a bare pavement as soon as practical. Exceptions may be when blizzard, avalanche, or other severe forms of weather make conditions such that maintenance and motor vehicle operators cannot reasonably negotiate the roadway. Intermittent bare pavement is the condition that would correspond to a Level of Maintenance of A- in the Department's Maintenance Management Quality Assurance Plus (MMQA+) program.

Each maintenance station operates under a Snow Plan devised under the direction of the District Engineer that is designed to keep at least one travel lane in each direction open during a storm where snow accumulates on the road at the rate of one inch per hour or less. Snowfighting resources will be moved from lower priority routes to higher priority routes when the rate of precipitation exceeds that design rate.

The hierarchy of resource allocation will be as follows during heavy storm events:

1. Maintain at least one lane in each direction open on Priority 1 routes.
2. Maintain one lane in each direction open on Priority 2 routes
3. Open a second lane in each direction on Priority 1 routes

4. Maintain one lane in each direction open on Priority 3 routes
5. Open remaining lanes on Priority 1 routes
6. Open remaining lanes on Priority 2 routes
7. Open remaining lanes on Priority 3 routes
8. Achieve intermittent bare pavement on Priority 1 routes
9. Achieve intermittent bare pavement on Priority 2 routes
10. Achieve intermittent bare pavement on Priority 3 routes
11. Remove snow accumulated against bridge parapets on Priority 1, 2, and 3 routes so that the depth of the accumulated snow is less than half the height of the bridge parapet.
12. Maintain one lane in each direction open on Priority 4 routes

Priority 1

Typical Affected Roadways: Routes functionally classified as principal arterial including interstate highways and primary routes to hospitals.

Priority 2

Typical Affected Roadways: Routes functionally classified as minor arterial (urban or rural), school bus routes, and state routes to for-profit winter recreation areas determined eligible for snow removal services through the process outlined in Administrative Rule R918-3.

Priority 3

Typical Affected Roadways: Routes functionally classified as urban collector and rural major collector.

Priority 4

These roadways and parking lots may be closed for extended periods of time until resources are available to clear the roadway. Winter maintenance operations will be conducted during regularly scheduled work hours and as resources are available.

Affected Roadways: Routes functionally classified as rural minor collector, urban local, or rural local; parking lots; turnouts; shoulders, guard rails, gore areas and remaining snow against bridge parapet structures on Priority 1, 2, and 3 routes; and access roads to State Parks that are primarily for summer use.

Priority 5

Seasonal Roads

These roads will be closed in the fall when snow depth requires closure and will not be reopened until spring weather conditions permit. Appropriate signing, closed gates, and public notification will be accomplished.

Typical Affected Roadways: Roadways that because of their non-critical access nature are closed to traffic during the winter months including:

SR-35 Wolf Creek Pass – Francis to Hanna, mp 12.44 to 27.51

SR-39 Monte Cristo – East of Ogden, mp 36.86 to 55.40

SR-65 East Canyon – Northeast of Salt Lake City, mp 3.11 to 13.47

SR-92 American Fork Canyon/Alpine Loop, mp 12.63 to 22.40

SR-148 Cedar Breaks – East of Cedar City, mp 0.15 to end

SR-150 Mirror Lake Highway – East of Kamas to Bear River Lodge, mp 14.70 to 48.63

SR-153 Mount Holly Junction – East of Beaver, mp 21.29 to 39.55

SR-190 Guardsman Pass – Brighton to Park City, mp 17.71 to end

SR-224 Wasatch County Line to Deer Valley, mp 0.00 to 1.11

Additional Information

The removal of snow by State forces, except in emergencies, is confined to the limits of the highway right-of-way. The removal of the normal snowfall and windrows of plowed snow on private road approaches and driveways, both on and off the highway right-of-way, is the responsibility of the property owner. The property owner will not push or pile the snow onto the State right-of-way when clearing these approaches.

The normal parking areas adjacent to the travel lanes may be used for snow storage by State forces within towns and where curb and gutter exist. It is the responsibility of the city, county, or the adjacent property owner to remove this snow. The Department will not haul snow off the highway except on structures and in canyons where removal of the snow by other means is impractical. Snow removal services will not be provided for the following except where provided through written agreement with the Department:

1. Sidewalks
2. Overhead crosswalk structures
3. Walkways attached to structures
4. Driveways
5. Parking lots
6. Roads not on the State System

7. Overhead vehicular structures not on the State System

Snow removal service may be limited to daylight hours only for certain route sections due to concerns for the safety of snow plow operators and other road users. The following list of such route sections may be amended as needed at the discretion of the Region Director:

Region 1

SR-158 – Powder Mountain Road, mp 7.03 to 11.69

SR-226 – Snow Basin Road, mp 0 to 3.00

SR-243 – Beaver Mountain Road mp 0 to 1.40

Region 2

SR-65 – East Canyon, when not closed for winter, mp 2 to 8.34

SR-65, mp 21.77 to 28.32

SR-86, mp 0 to 2.14

SR-150 – Mirror Lake Highway, when not closed for winter, mp 14.70 to 54.74

SR-190 – Big Cottonwood Canyon, mp 1.95 to 17.71

SR-210 – Little Cottonwood Canyon, mp 3.86 to 13.62

SR-224 – Ontario Canyon, mp 1.11 to 4.65

SR-302 – Rockport Reservoir, mp 0 to 3.45

Region 3

none

Region 4

SR-14, mp 0.55 to 22.83

SR-25 mp 0 to 10

SR-29 – Straight Canyon, mp 0 to 14

SR-57 – former Wilberg Mine road, mp 6.58 to 10.69

SR-72, mp 6.96 to 35.36

SR-124 – Horse Canyon toward Sunnyside, mp 0 to 5

SR-143, mp 16.20 to 27.72

SR-148, mp 0.15 to 2.54 when not closed for winter

SR-153, mp 3.29 to 26.88 when not closed for winter

Vehicles parked or abandoned in a way that interferes with snow removal operations are subject to immediate removal. The Utah Highway Patrol or sheriff's offices may be contacted for removal or in extreme emergencies pursuant to Utah Code Section 72-7-105, the Department may remove or order the removal of any vehicles, trailers, or other installations that interfere with snow removal operations. Owners assume all risk of damage for vehicles abandoned or parked outside designated parking facilities.