

**SNOW REMOVAL  
AND  
SANDING  
POLICY AND PROCEDURES  
FOR  
LASSEN COUNTY  
DEPARTMENT OF PUBLIC WORKS  
ROAD DIVISION**



## **SNOW REMOVAL AND SANDING POLICY AND PROCEDURES FOR LASSEN COUNTY DEPARTMENT OF PUBLIC WORKS (ROAD DIVISION)**

### **POLICY STATEMENT:**

#### **Snow Removal Policy:**

To remove snow from the County Maintained Roads as safely and quickly as priorities will allow with the constraints of available men, equipment, conditions and funds.

In general, this snow removal policy becomes effective once there is a minimum of three (3) inches of snow on the roadway, and when conditions are such that the storm is likely to continue.

Snow berms resulting from the plowing of the roads along with driveways are the responsibility of the property owner. The Road Department will, however, take special care to limit the size of the snow berm or to remove the snow berm within the County's right-of-way in front of Fire Stations.

Our first objective (priority) is to keep the main (arterial) County Maintained Roads open which are also the main routes for the school buses and emergency vehicles and then as time and equipment allows we continue with the clearing of the minor (collector) County Maintained Roads and then with the remainder of the county maintained road system.

All snow removal on county maintained roads shall be completed prior to any snow removal on airstrips, cemetery roads, landfill or transfer site roads, parking lots and/or other roads contracted for snow removal under signed agreements.

Parking restrictions will be in effect when snow conditions exist and these restrictions will be on a county- wide basis per Lassen County Ordinance No. 563: "An Ordinance Regulating Parking Upon Lassen County Roads During Snow Conditions."

The normal work shift for winter is from 7:30 a.m. to 4:00 p.m., Monday through Friday, however, the weather dictates the work hours, frequently mandating extended hours. The Lassen County Road Department operates with a single crew and thus does not have the ability to provide 24 hour coverage as does Caltrans. During a snow storm we try to begin work early, sometimes as early as 3:00 a.m., to try to remove as much snow as we can prior to the vast majority of the public, school buses, etc. being out on the roads. This is not always possible, especially in snow storms which continue for several days, where we need to provide adequate time for the operators to get some rest. Also, the timing of the storms and the timing of completing the routes may not allow us this option.

On those roads where snow is placed in the middle of the traveled way, snow piles placed at the intersections will be removed after the snow has been removed from all of the routes.

On roads where snow is to be placed to the sides of the traveled way, snow removal shall be completed in such a manner as to deposit equal amounts of snow to each side of the roadway. Whenever possible the snow is drifted past the intersection or driveway to schools, fire stations etc. however we do not clear outside our right-of-way or plow individual driveways whether they are to a resident, business, fire station, etc. In certain areas we are able to plow the snow to one side or the other where there are only houses or improvements along one side of the road however we can only do this if the entire block or stretch of roadway allows us to plow in this manner. We are unable to switch back and forth the plowing from one side to the other in short distances.

All snow removal complaints shall be directed and filed with the Public Works Department (Road Division) and directed to the Road Field Superintendent. Only those complaints of an emergency nature will cause a deviation from these policies. All problems should be reported to the Public Works Department (Road Division) within a reasonable time frame so proper investigation can be completed, if necessary.

Due to the large size of the County and the wide range of topographic features each Road District has it's own unique features and specific policies it follows. Likewise, each district and route within the districts require different equipment and snow removal techniques. Each type of equipment has advantages and disadvantages. For example, the trucks with wings are faster, cover a wider swath, but are less maneuverable and are basically limited to discharging the snow to the right hand side of the machine, and are totally ineffective for drifting snow in the direction of travel. The graders are slower, and unless equipped with a snow wing, do not cover as wide a swath. The maneuverability is good and they can discharge the snow to either side or drift it straight ahead. With two blades working together we can drift a good deal of snow in the direction of travel. One blade working alone takes a great deal more time. The loader is extremely maneuverable and with the reversible blade can discharge snow to either side or drift it like the blade. It is limited however, to covering a much narrower swath.

The following are the policies for the individual Road Districts:

Road District No. 1:

Road District No. 1 is comprised of County roads that extend from Pittville to Clear Creek, and from Shasta-Plumas County lines to Eagle Lake. For snow removal purposes, this is normally limited to the communities of Clear Creek, Westwood, Pinetown, Robbers Creek, Mooney Road (County Road 103 (A-21)) from Clear Creek to Highway 44, Indian Ole Road (County Road 113) to Mountain Meadows Reservoir for purposes of dam control, Fir Street Extension (WW-28) to sewer ponds, lower Delwood (WW-14 ) to the old dump area, Westwood Landfill Road (County Road 107), Westwood Cemetery and the Snowmobile Park off A-21.

These roads are divided between four equipment operators and usually one part time temporary operator. It generally takes a minimum of 8 hours to complete each route of plowing the roads within this District. It takes two to three times this amount of time to remove the snow from where it is placed in the center of the roads, depending on the amount of snow to be removed.

The equipment usually consists of two road graders, two truck plows and one front end loader with a reversible plow. The equipment, baring breakdowns or other unforeseen circumstances, is placed where it will be the most effective or where conditions mandate a special type for a special purpose.

The District is divided into four routes, one for each operator. The extra part time operator being utilized where needed most or to fill in when an operator is sick or equipment is broke down.

The town of Westwood has had careful planning and is broken up to utilize several pieces of equipment at the same time, and to attack early on, the snow at all places of usual importance, such as schools, fire department, service agencies and general business district.

The first route basically covers Westwood proper from First Street (WW-07) to Seventh Street (WW-01) and from Greenwood (WW-08) to Ash (WW-13). Ash Street (WW-13), Third Street (WW-05) and the 300 block of Birch Street (WW-12) are not included in this route. The pattern of the route is plowed as per the accompanying marked map. It is plowed starting at #1 on the map, with consideration given to the layout of town, and areas of particular importance, such as streets that access the schools as soon as possible. It takes approximately 4 hours or more to make one complete circuit of town, two circuits being necessary to widen the streets, and numerous circuits being necessary to keep the streets cleared of snow during a long storm.

The second route covers Mooney Road (County Road 103 (A-21)), from Highway 36 to State Route 44, including the Snowmobile Park. This is in a heavy snow belt area and it snows a great deal more on this road than elsewhere in the District. It is a high speed route which requires constant attention during a storm. A large truck plow is normally used on this route, requiring a minimum of 2 to 3 hours a trip to plow the road and turnarounds, with a two trip minimum for widening the road. This is based on a normal snow fall.

The third route consists of the joint cooperation of the two road graders (normally), clearing the business district in Westwood of snow, preferably if the timing of the storm permits, before the public is up and doing business. Next Mooney Road (County Road 103 (A-21)) from Westwood to Clear Creek hill is plowed, then clearing all the streets in Clear Creek of snow in basically a left to right direction or pattern until a complete circuit is completed. This route then plows some or all of the following as time permits: Indian Ole Road (County Road 113), to the dam, Fir Street Extension (WW-28), the Westwood Cemetery (when requested by Building and Grounds) and Westwood Landfill Road (County Road 107), from the highway to the gatehouse. The landfill may be plowed by either the blade or the loader depending on what is available on that day, however, the blade is usually used on this route due to its versatility in delivering the snow to the left, right, or the need to drift it straight ahead, or plow on unpaved areas. If the landfill is to be open, it is normally plowed prior to it opening, if possible.

The fourth route is also normally a route which utilizes a grader. This is again due to the need for delivery of snow to the left, right, drifting and plowing to the center of the streets. The route starts with a pass from the County Road Shop to Old Town Road (County Road 102), to Pinetown to the first intersection, through to Ash Street (WW-13) and the Business District, where both graders clear the business district of snow. The route then enters Robbers Creek area at Aspen Way (WW-19), clearing all streets on both sides of the creek working in a left to right rotation or pattern until a completed pass has been made of all streets, returning in the same manner to the point of entry. Next the grader travels to Old Town Road (County Road 102), widening the road to Pinetown and plowing all streets in Pinetown, in a left to right pattern. After plowing Pinetown this route picks up any extra areas which are left, depending on who completes their routes first. These areas consist of the Westwood Landfill (County Road 107), Westwood Cemetery, Delwood Street (WW-14), Fir Street Extension (WW-28) and the County Road yard. The time it takes to complete the plowing of this route can be 8 hours or more, depending on the conditions.

The extra operator's route primarily consists of helping where needed most. This is normally completed with a front end loader with a reversible plow attachment. Plowing the avenues, where due to narrow streets and parked cars, it is sometimes impossible to negotiate with a truck plow. Plowing and clearing areas in front of the electrical substation, Senior Citizens Building and the Masonic Lodge, clearing drainage areas and other areas which are difficult for the other plows to accomplish. Whenever possible, follow the town plow on its route, so as to facilitate widening the streets as soon as possible. Breaking open the snow berms at the entrances of the utility easements (referred to as alleys) and in general helping the other routes and operators and to fill in for equipment breakdowns. There is no time cycle in this route as the duties can vary widely.

#### Road District No. 2:

Road District No. 2 is comprised of County roads that surround the Susanville City Limits and surrounding subdivisions and areas and also include the communities of Lake Forest, Eagle Lake, Johnstonville and Janesville.

These roads are divided between eight (8) equipment operators. It generally takes a minimum of 8 hours to complete the route, however, some of the routes can take much longer depending on the storm.

The priority with snow removal in District 2 is to clear the roads leading into Susanville and the school bus routes first. These roads are Center Road (County Road 215), Richmond Road (County Road 203), Eagle Lake Road (County Road 201 (A-1)), from State Route 36 to Lake Forest Estates, Eagle Lake Road (County Road 201 (A-1)), from State Route 139 to Spaulding, Janesville Main Street (County Road 235) and Janesville Grade (County Road 208) from State Route 395 to the Parker Creek Bridge.

There are a total of eight (8) snow plow routes in District 2 and a total of eight (8) operators. In the event that equipment breaks down and a spare is not available or if an operator is sick, the routes are changed to accommodate the conditions and to plow the priority roads first.

Route one, consists of plowing Eagle Lake Road (County Road 201 (A-1)) from SR 36 to the Spaulding intersection at Eagle Lake. This route is plowed utilizing a motor grader equipped with a wing plow which allows the plowing of extra width, thus, preventing the need for a second pass. After December 31<sup>ST</sup> of each year this route is changed to where the grader turns around after Lake Forest Estates where the road is closed over the summit after the Eagle Lake is closed to fishing.

Route two, consists of plowing Eagle Lake Road (County Road 201 (A-1)) from Spaulding to State Route 139, Stone Road (County Road 245), the Spaulding Subdivision and Buck's Bay Subdivision. All this is plowed utilizing a motor grader with wing plow. This plow is stationed at the Spaulding Subdivision and is operated by temporary help in the winter.

Route three, is plowed with a loader with a front plow that is reversible. This route consists of plowing the first three miles of Eagle Lake Road (County Road 201(A-1)) from State Route 36 to the Lake Forest Subdivision and starting in the subdivision at the south end and working all the way to the north end.

A reversible plow works the best in a subdivision due to its easier maneuverability. After it has finished there, it will head back toward State Route 36 and go west on 36 to River Bench Road (County Road 241, Phildow Road (County Road 242), Willard Creek Road (County Road 234) and Devils Corral Road (County Road 230). After finishing there, it will come back toward Susanville and start plowing the County roads around town.

Route four, is plowed with a dump truck with plow. This route consist of Center Road (County Road 215), from State Route 36 to State Route 395 at Litchfield, and also all the County roads which lead into it. Next the Standish area is plowed which consists of Byers Pass Road (County Road 210, Lake Leavitt Road (County Road 211), Chappuis Lane (County Road 218), Johnson Road (County Road 220) and Johnson School Road (County Road 221), then moves over to the Levitt Lake Subdivision, which is the most time consuming. This area has 23 or more intersections. With a truck plow an intersection is very difficult to clean due to its awkwardness. After finishing there, the plow will go back to Center Road (County Road 215) and double check it for slush or more snow.

Route five, is plowed with a dump truck with plow and sander. This plow concentrates mainly in the Janesville area. When this plow leaves Susanville it heads directly towards Janesville and plows Main Street Janesville (County Road 235) and then makes a pass on Wingfield Road (County Road 205), Bass Hill Road (County Road 207) to open them up. Returning to Janesville, it will start plowing what we call the upper streets of Janesville, consisting of Christie Street (JV-3), Pine Street (JV-5), and Raines Road (JV-7). It will plow these side roads first because they seem to generally get the most snow and are steep. This can result in hazardous driving to the traveling public. If the snow has stopped falling, the plow will sand each intersection for better traction and stopping. After finishing all the streets in Janesville, the plow will finish Wingfield Road (County Road 205) and Bass Hill Road (County Road 207), then head toward Sears Road (County Road 209), and Sunnyside Road (County Road 222). If there is still snow falling, the plow will head back toward Janesville.

Route six, is plowed utilizing a motor grader. This grader will leave Susanville and plow east on Richmond Road (County Road 203) to Wingfield Road (County Road 205) and plow CR 205 to Elysian Valley Road (County Road 219) and Indians Road (County Road 244) returning to Wingfield Road (County Road 205) and plowing directly into Janesville. It then plows through Janesville to Janesville Grade (County Road 208) and will plow as far as Parker Creek Bridge and back down to State Route 395, then plow back up Janesville Grade (County Road 208), 0.4 miles past the County line. The reason for going this far is because this is the best place for the plow to turn around, and head towards home.

Route seven, is plowed with a loader with a reversible plow. This plow's route consists of the subdivisions around the Susanville area. It starts off plowing the Susan Hills Subdivision first and then moving east on Richmond Road (County Road 203) to the Circle Drive Subdivision. After plowing there it will plow Emerson Court Subdivision, then still heading east will plow Sharpe Lane (County Road 240) and then over to Diamond Crest Road (County Road 232) and Diamond Crest Cemetery, if requested to be plowed. If the route eight plow has not plowed Johnstonville, the route seven plow will move to Johnstonville and start plowing there. After finishing those roads, the plow will head back to Susanville and start plowing the roads around Susanville, starting off with Sierra Road (County Road 248), and then to Riverside Drive (SV-16), Bonney Way (SV-18), Grove Street (SV-17), and a part of Russell Avenue (SV-11). By this time a span of 9 to 10 hours has passed and the other plows have started to come back toward Susanville to help clear the rest of the roads around town.

Route eight, is plowed with a motor grader. This plow will start off on Richmond Road (County Road 203), from the city limits to State Route 395. It will then plow Gold Run Road (County Road 204) and then Wingfield Road (County Road 205), to Peter Lassen's Grave and back.

The plow will then moves into the Johnstonville area, those roads consisting of Johnstonville Road (County Road 238) north and south, Travis Lane (County Road 243). Then on to Bangham Lane, (County Road 239), Adele Court (County Road 243) and Theater Road (County Road 227). After finishing there it will head back toward Susanville and help other plows around town.

Each plow's route, depending on depth of snow and weather conditions, can take anywhere from 8 to 10 hours to finish and if there is still snow falling it will take the plows much longer because they will have to do the main roads over again.

On any of the routes, if a plow finishes its route, they will move to wherever they are needed.

### Road District No. 3:

Road District No. 3 snow removal routes can change depending on where the storms hit. Also, wind and drifting snow can change snow removal routes. The main or priority roads are Standish-Buntingville Road (County Road 301 (A-3)), Milford Grade (County Road 336), Herlong Access Road (County Road 359), Garnier Road (County Road 313), Doyle Grade (County Road 331), Doyle streets and around the school in Doyle (Lasater Subdivision).

There are a total of four snow plow routes in Road District 3, each taking 6 to 8 hours to complete during a normal snowfall.

Route one consists of an operator heading directly to the Doyle Yard where a motor grader is kept. The grader begins at the Doyle Yard then plows Doyle Loop (County Road 361), Doyle Grade (County Road 331), and the streets in Doyle. Next this route plows Constantia Road (County Road 332), Scott Road (County Road 333B), Red Rock Road (County Road 354), Hackstaff Road (County Road 322), Laver crossing (County Road 346) and Pickens Road (County Road 349).

Route two consists of a dump truck plow making a pass on Standish-Buntingville Road (County Road 301 (A-3)) to SR 395 to Lakecrest Road (County Road 353), Milford Grade (County Road 336), Milford Old Highway Road (County Road 326), Wran Road (County Road 321), Alexander Lane (County Road 304), Capezzoli Lane (County Road 306), Lambert Lane (County Road 302), Shrode Lane (County Road 307), Mapes Lane (County Road 305), Fish and Game Road (County Road 318), Wendel Road (County Road 320), Antola Road (County Road 319), Dakin Road (County Road 347), Galeppi Road (County Road 303), Bronson Road (County Road 355), Market Street (County Road 360), Cutoff Road (County Road 315), Plumas Avenue (ST-01) and Church Street (ST-02). If time allows the other roads within the valley are plowed otherwise they are plowed on the next day.

Route three consists of a truck plow leaving the Standish Shop and making a pass down Standish-Buntingville Road (County Road 301 (A-3)) on its way to Herlong. This truck plows Herlong Access Road (County Road 359), Garnier Road (County Road 313), Sage Valley Road (County Road 309), Pole Line Road (County Road 350), Herlong Landfill Road (County Road 328),

Mountain View Drive (County Road 352), Tucker Road (County Road 324), Cowboy Joe Road (County Road 323), Doyle Old Highway (County Road 342), Lasater Subdivision, Constantia Road (County Road 332), Scott Road (County Road 333A and 333C) and the Herlong Airport. This route then helps out in the Doyle area if it completed its route first.

Route four consists of a motor grader leaving the Standish Shop and completing the snow removal on Standish-Buntingville Road (County Road 301 (A-3)). It then plows Lakecrest Drive (County Road 353), Hicks Road (County Road 334), Ponderosa Blvd. (HE-01), Vista Lane (HE-02), Lake View Drive (HE-03), Blickenstaff Road (County Road 312), Hemphill Road (County Road 311), Cummings Road (County road 356), Fox Road (County Road 335), Painters Lane (County Road 367) and Old Cutoff Road (County Road 330).

On any of the routes, if a plow finishes its route, they will move to wherever they are needed.

#### Road District No. 4:

District 4 roads extend from the northeast in Ash Valley to the south, ending up at Little Valley with Bieber and Nu-Bieber in the center.

Our equipment consists of two motor graders and three truck plows, also, if needed a front end loader with a plow. The two motor graders are used primarily on the gravel roads. The much faster truck plows are used on the paved roads, because they are faster and these roads have a higher volume of traffic.

There are three main streets in Bieber that are plowed first. They are Bridge (County Road 417), Market (County Road BB-10) and College Street (County Road BB-05). The reason for this is that the Fire Station, school and businesses are located on these streets.

Then after all the snow plow routes are taken care of, the remainder of the Bieber streets are plowed.

Route one consists of both paved and gravel roads. It starts at the intersection of SH 299 east and Susanville Road (County Road 422 (A-2)) and goes east eleven miles, ending at SH 139. At the end of Susanville Road (County Road 422 (A-2)), the plow goes down Armstrong Road (County Road 438). On the return trip the truck then plows Bassett Road (County Road 424) and the other lane of Susanville Road (County Road 422 (A-2)), starting at SH 299 east again, then traveling north on Bieber Lookout Road (County Road 419) to the Modoc County line. When the plow gets back to the start of Bieber Lookout Road (County Road 419), it begins the widening pass on Susanville Road (County Road 422 (A-2)). At this time it plows Bassett Road (County Road 424), Kramer Road (County Road 413), Leonard Road (County Road 436), Finley Lane (County Road 420) and the Bieber Airport.

On route two, the truck plow travels from Bieber on SH 299 east over Big Valley Mountain to begin at Bieber Old Highway Road (County Road 407). He plows south to Pittville. From Pittville it goes to Little Valley Road (County Road 404) and plows to the intersection with Pittville Road (County Road 111). The plow works to the southeast on Little Valley Road (County Road 404) for fourteen miles before reaching Little Valley. After leaving Little Valley, it plows the dump road and heads back to Pittville to finish plowing Bieber Old Highway (County Road 407).



The plow turns around and heads back towards Pittville to clean Kaufenberg Road (County Road 402) and the Pitt River canyon Road (County Road 403). It then goes over to the Lassen and Shasta County lines to plow Totten Road (County Road 429) and Iris Road (County Road 444). If the snow is heavy this can be a 6-8 hour job. The truck returns to Bieber to help plow the streets.

Route three starts at Bieber and takes in the west side of the valley, which consists of Four Corners Road (County Road 416), Kramer Road (County Road 413), Hillside Station Road (County Road 445) and New cemetery Road (County Road 406). They also plow the streets of Nu Bieber and Babcock Road (County Road 439). This plow also helps clear the streets of Bieber.

Route four is plowed with a motor grader. It starts at Adin on Ash Valley Road (County Road 527) and works for 16 miles to Ash Valley and back. The grader then plows Butte Creek Road (County Road 431), Albaugh Road (County Road 423), Center School House Road (County Road 428), Hunt Road (County Road 411) and Walter Road (County Road 425) and then returns to Bieber. If there is 6-8 inches of snow, this can be an 8 hour shift.

Route five is also plowed with a motor grader. It begins at the Bieber Shop and goes south on Punkin Center Road (County Road 417) making an 18 mile round trip. After opening up Punkin Center (County Road 417 and Valley Cutoff Road (County Road 418), which are paved, it plows Thompson Road (County Road 405), Mathews Road (County Road 409), Schott Road (County Road 435), Iverson Road (County Road 432), Bunselmeier Road (County Road 440) and Guttry Road (County Road 427). If there are no snow drifts to contend with, it is a five hour job.

When all routes have been completed, the Bieber Dump Road (County Road 415) is plowed along with Derrick Road (County Road 401) and Sawmill Cutoff Road (County Road 421).

The procedures of snow removal which is described above seems to be the fastest, most cost effective, with a minimum of inconvenience to everyone.

#### Road District No. 5:

District 5 includes the areas of Ravendale, Madeline and the surrounding roads. Ravendale School has two bus routes which are the priority in the early morning. The plows must leave Ravendale by 5:30 a.m. to get a head start on the buses. The remainder of the main roads are plowed first with some of the lower volume roads being plowed later, or in some cases on the second day of a storm. The lower volume roads include Horse Lake Road (County Road 536), Ash Valley Road (County road 527), Longhorn Drive (County Road 546) and various minor ranch roads.

The equipment used for snow removal consists of three graders, two truck plows and a loader with reversible plow.

In general, the paved roads are taken care of by the two truck plows and the gravel roads are plowed with the graders. If the gravel roads are in good shape and frozen hard, the truck plows can work them, if not, the graders must be used.

District 5 has four operators and is divided into the following four snow plow routes.

Route 1, The “Madeline Route” is taken care of by a motor grader. This route is all gravel roads except for a couple of miles of pavement on Ash Valley Road (County Road 527) and the paved streets in Madeline. The Madeline route is the longest, at over 40 miles the first day and 17 miles the second day, after a storm.

Route 2, The “Termo Route” consists primarily of Termo-Grasshopper Road (County Road 513). It is plowed with a truck plow. It is a main collector road connecting SH 395 and SR 139. It is a well traveled road with a lot of heavy truck traffic.

Route 3, The “Juniper Ridge Route” is taken care of by a motor grader, as it consists of some rougher roads that service the ranches in the area.

Route 4, The “Dodge Ranch Loop Route” consists of Mail Route (County Road 502), which is paved, and other various improved and rough gravel roads. The paved portion of Mail Route (County Road 502) is plowed by a truck plow. The rest of the route is taken care of by a motor grader.

The second day after a major storm consists of plowing off shoulders, cleaning intersections and picking up the secondary roads. Repairs to equipment are also taken care of in replacing and repairing worn chains, shoes and cutting edges.

In years past we have had special snow problems that have to be met with a different attack plan. We have had lanes blow closed and freeze, making it impossible for trucks to bust open. We then have to mount a V plow on the front of the motor grader. It took six hours to go a half mile on one occasion.

## SANDING POLICY

Sanding will be completed on County roads to safeguard the traveling public. Each district foreman will establish a list of hazard locations to be sanded. The sanding will be done in the early morning hours prior to the work shift hours of the citizens. Sanding can also be done the night before, if the sand will remain to mitigate the icy conditions in the morning. Other areas may be sanded at the discretion of the sanding operator. Sanding may also be completed in areas where it has been determined necessary after investigating a call received from the CHP of a hazard condition.

The County will not sand during snow storms and before plowing. When there is packed snow or ice on the road in the hazard areas, sanding will be done. Sanding will start after plowing and as soon as conditions and time permits.

### Road District No. 1:

Sanding in District One is commenced when snow storms have abated, plow routes have been completed and personnel becomes available to operate sanding equipment. Specific road areas are sanded on a priority basis as needed. Need is determined by the operator on the sanding equipment.

In determining priority, factors considered are public safety, emergency services, schools, traffic density, geography, accident history and information from the public. Examples of areas sanded are:

Intersections of main thoroughfares with State highways. (ie. Clear Creek)

Intersections of main thoroughfares.

Intersections near schools.

Intersections with accident or hazard history.

Railroad crossing on Hamilton Way (CC-11).

Areas within the commercial district with high volumes of vehicle and pedestrian traffic.

“S” turns on Mooney Road (County Road 103 (A-21)) at State highway 22 (7% grade).

“S” turns on Mooney Road (County Road 103 (A-21)) at the Silver Lake (County Road 110) intersection.

Other areas as a need develops.

Sanding activities are coordinated with other clean-up efforts, i.e. packed snow is “peeled” (scraped) from intersections before evaluation is made as to need for sanding.

#### Road District No. 2:

Eagle Lake Road (County Road 201 (A-1)) – Hills, corners, and intersections up to Lake Forest

Richmond Road (County Road 203) – corner below Gold Run Road (County Road 204) intersection, intersections of Richmond Road (County Road 204) with Wingfield Road (County Road 205) and Gold Run Road (County Road 204) as well as in front of Richmond School.

Janesville Grade (County Road 208) – we sand the hill going down to SH 395 by gas station.

Center Road (County Road 215) – sand intersection of Johnstonville Road (County Road 238) and intersection of Rice Canyon Road (County Road 217).

Main St., Janesville (County Road 235) – various intersections and sections including in front of Post Office.

All sanding done varies on conditions. If sun is shining and ice is melting, only shady areas will get sanded. If snowing, no sanding will be done.

Most sanding is done in mornings, unless sheriff or CHP call at night.

#### Road District No. 3:

Susanville Road (County Road 301 (A-3)) - Intersections with State Highway 395, varies county road intersections and in other locations where required.

Milford Grade (County Road 336) – Intersection with State Highway 395 and in locations as required.

Herlong Access Road (County Road 359)- Intersection at Hwy. 395.

Garnier Road (County Road 313) - Intersection of Hwy. 395

Doyle Old Hwy (County Road 342) - at Doyle and at intersections with Hwy. 395.

Other intersections or road sections where the conditions warrant sanding.

#### Road District No. 4:

District 4 does not normally require any sanding. Sanding will only be completed when conditions exist.

#### Road District No. 5:

District 5 does not normally require any sanding. Sanding will only be completed when conditions exist.