

Dry-Run Checklist for Snow and Ice Operations

Information provided by Arthur J. Battistone, Maintenance Manager,
 PennDOT District 12-0

INTRODUCTION

Checklists such as this one can help you gauge your winter readiness. The dry run ideally should occur in autumn, preferably on a rainy day so areas of poor drainage can be noted, with all trucks loaded and equipped with plows and spreaders. However, even in season, after equipment has been prepared and used, a dry run that simulates a major snow-removal effort can pay dividends in storms to come.

DRY-RUN CHECKLIST FOR EQUIPMENT

Date:	Vehicle Number:
Plow Number:	Spreader Number:

	YES	NO
Operator familiar with route and trained in use of equipment and in snow-removal?		
Route map in cab, with roads and streets prioritized?		
Spreader calibrated?		
Calibration card and information on spreading rates posted in cab?		
Emergency equipment and documents aboard: fire extinguisher, reflective triangles, flares, flashlight, safety vests, first aid kit, tow chain, insurance and registration cards, bridge permits?		
Heater, defroster, wipers, gauges, two-way radio working?		
Spreader correctly installed and operable?		
Spinner checked for width of spread?		
Plow blades and plow undamaged, correctly installed and operable?		
Plow ends marked?		
Walk-around completed to check hoses, belts, quick-couplers, fittings, tire condition and inflation, all lights, etc.?		
Other equipment cleaned and maintained?		
Tire chains usable? Spare cross-links available?		

Operator notes:



During a dry run, operators should note the places that can snag a plow or that must be kept clear. Hazard markers, delineators or snow posts can then be installed, as appropriate. Both veteran and new drivers will appreciate the assist during a heavy snowfall.

DRY-RUN CHECKLIST FOR ROADWAY OPERATIONS

Date:	Vehicle Number:	Operator:
Route Designation:	Road or street within route:	

Identify locations that need attention by landmark or by distance from previous intersection on the road or street:

Mailboxes, fire hydrants, and other places that should not be covered or blocked:	
Drains and ditches that must be kept clear:	
Places where snow can be piled, and places where snow should not be piled, such as in areas susceptible to drifting:	
Guiderail sections that may become covered by snowdrifts or that could snag a plow:	
Encroachments onto shoulder, such as raised driveways or abutments at culverts and bridges:	
Raised driveways that extend into travel lane, manholes, major bumps in pavement, speed humps and tables, raised crosswalks:	
Abrupt changes to roadway alignment, such as at traffic calming installations (median islands, chokers, traffic circles, diverters):	
Potholes, abrupt dips, shoulder drop-offs:	
Branches and wires that, under weight of snow or ice, could snag a raised truck bed (it does not take much resistance to flip a truck with a raised bed):	
Posted bridges (note weight limit):	
Areas where water tends to "pond":	

Additional comments:
