



Tara H. Jackson
Acting County Executive



Michael D. Johnson, P.E.
Director

Prince George's County Department of Public Works and Transportation

Prince George's County Council Briefing

Snow Operations Overview

One Snow Plan – Five Operation Levels

Blizzard Operation

Snow accumulation must be removed from the roadway with heavy equipment

Full Operation

Multiple day plowing operation with greater than 4 inches of snow predicted

Modified Operation

Plowing operation of 2-4 inches of snow

DPW&T Only Operation

Salting operation with less than 2 inches of snow

Snowflake Operation

Salting operation of icy spots, hilly areas, and bridges

Service Priorities

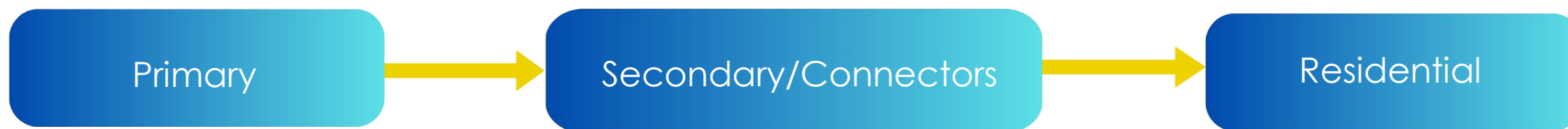
1. Pretreat primary and collector roads prior to snow event.
2. Treat and plow primary and collector roads first – during and after snowfall.
3. Plow and treat residential roadways after primary and collector roads.
4. Clear all roadways to “complete” condition.

Regional best practices reflect the prioritization of primary and secondary roads, followed by residential streets. This phased approach ensures the most critical and heavily trafficked routes are cleared promptly to maintain public safety and mobility during winter weather events.



Phased Approach

The Department of Public Works & Transportation follows a **phased approach** to snow removal:



January 5, Storm Summary

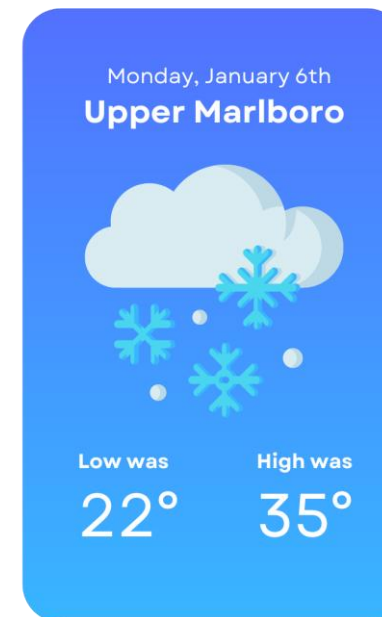
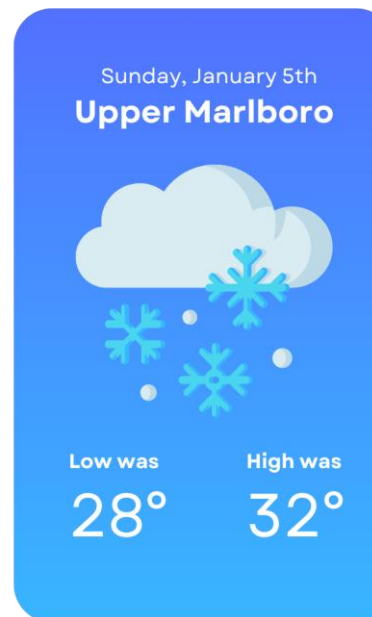
Between January 5 and 6, 2025, Prince George's County, Maryland, experienced a significant winter storm that brought substantial snowfall and frigid temperatures to the region, leading to hazardous conditions on roadways.

Snowfall:

The National Weather Service reported that the storm delivered between 6 to 12 inches of snow across the Washington D.C. metro area and into Southern Maryland, marking the most substantial single-event snowfall since January 2022.

Temperatures and Roadway Impact:

During this period, temperatures in Prince George's County were notably low. Low air temperatures significantly impacted roadway conditions, causing pavement temperatures to drop below freezing. This led to rapid accumulation of snow and the formation of ice, even on treated roads. The persistent cold temperatures also limited the effectiveness of road salt and other deicing treatments.





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Road Conditions and Plowing Standards



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Director

When a snow emergency is declared, the Prince George's County Department of Public Works and Transportation (DPW&T) is responsible for providing "passable" conditions on a network of more than 2,000 miles of county-maintained roadways to ensure the safety of residents, citizens, and travelers.

ROAD CONDITIONS AND PLOWING STANDARDS



PASSABLE

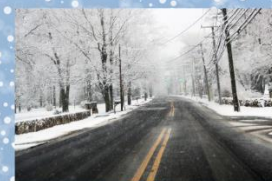
Conditions which would allow a passenger vehicle to negotiate the travel path using reasonable care. This usually means that the roadway is snow and/or ice covered and reasonably level, with minimum rutting.

BARE PAVEMENT

Conditions in which 75% or more of the travel lane surface shows. (Bare pavement may include isolated patches of compacted snow/ice of 1" or less.)

COMPLETED

Conditions which provide bare pavement for all travel and turning lanes, including paved shoulders (where applicable).



Treatment Plan For Snow Event

Pre-treating Phase

- DPWT deployed its brine vendor to pre-treat all primary roadways prior to the onset of the snow fall.

Plowing Phase

- The operation then shifted into activation with Command, District Management and Contract Resources performing plowing throughout all primary, collector and residential roadways.

Pre-treating Phase

- As temperatures remained below freezing the operation navigated between salting and plowing operations to address compacted ice roadways while also aiming to reach high levels of passable and bare pavement conditions.



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Snow Event Roadway Conditions



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Director



January 6, 2025
McCormick Road

Passable



January 7, 2025
Brightseat Road

Bare Pavement



January 8, 2025
Ruby Lockheart Blvd.

Complete

Pre-Storm

- Virtual Winter Community Partners Meeting in partnership with DPIE and DOE
- Social Media Updates – English/Spanish
- Pre-Storm Advisory
- Ongoing Website Updates
- Virtual Snow Summit w/ local and state partners




Prince George's county
Office of Community Relations
connecting people, connecting resources



Winter Weather Event

- Social Media Updates – English/Spanish
- Storm Related Media Advisories "Winter Storm Transportation and Road Status Update"
- Ongoing Website Updates



For immediate release:
Thursday, January 9, 2025

For more information, contact:
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Prince George's County Winter Storm Transportation and Road Status Update

Forestville, MD - The Prince George's County Department of Public Works and Transportation (DPW&T) released the following updates regarding snow removal and transportation services:

The delay in treating some residential roads is due to the prioritization of primary and secondary roads for public safety, and the extensive 2,000 miles of county-maintained roadways DPW&T is working to clear and treat. Additionally, freezing temperatures have impacted the effectiveness of our salt application during the overnight hours. Today, DPW&T introduced new chemicals to accelerate the breakdown of ice on the roads.

Snow Removal Update:

- Plows continue to service residential areas. The majority of residential roadways are passable, reflecting conditions which would allow a passenger vehicle to negotiate the travel path using reasonable care. The roadway may be snow and/or ice covered and reasonably level.

Post-Storm

- Social Media Updates
- FAQs Video Responses
- Media Availability Opportunity
- Ongoing Website Updates
- Community Partners Storm Update



Community Partners' Winter Storm Update

Snow Plowing Information

- The delay in treating some residential roads is due to the prioritization of primary and secondary roads for public safety, and the extensive 2,000 miles of county-maintained roadways DPW&T is working to clear and treat.
- Additionally, freezing temperatures have impacted the effectiveness of our salt application during the overnight hours. DPW&T introduced new chemicals to accelerate the breakdown of ice on the roads.
- The County has not run out of salt. DPW&T began the snow season with approximately 43,500 tons of salt, which is being applied efficiently and responsibly as a part of our ongoing snow removal efforts. During this storm, DPW&T has used approximately 6,000 tons of the salt supply.
- Residents are reminded to shovel their driveways after plowing has occurred and to remove snow/ice from the sidewalks abutting their homes and businesses.
- Residential streets are initially plowed as passable, which creates one lane that a vehicle can travel if it is a two-lane road or one lane in each direction if it is a four-lane road.

Public Transit

For real-time information, route tracking, and service alerts, for Thebus, residents can access PGConnect or call 301.343.2977. Call-A-Bus will only provide dialysis transportation. To schedule any canceled reservations, residents may call 301.498.8833. Residents are urged to exercise caution when accessing transit equipment and facilities, as sidewalks may be coated with snow and ice, causing slippery conditions.

PGC311 Request Information

- Residents may submit snow-removal requests to PGC311 48 hours after precipitation has stopped.
- To submit an online request, visit PGC311.com, click "Snow" under "All Service Types."
- Residents can contact PGC311 for questions related to County Government operations and services or visit the County website at pgpgc.ca

Snow Removal Update

- A majority of the County's primary roadways are passable, allowing for vehicles to negotiate the travel path exercising caution. However, there can be areas with snow or ice along the roadway.
- Additional contractors have been dispatched to South County residential areas to assist with roadway treatments.
- Operators are plowing by route and area to the maximum extent possible.

Please follow our social media accounts at [PGCountyDPW](https://www.facebook.com/PGCountyDPW)



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STORM CHALLENGES



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Problematic
Regional Icing

Phased vs. Concurrent
Operations

Road Salt
Effectiveness at
Low Temperatures

Equipment and
Fleet Related
Deficiencies

Critical Gaps in
Front Facing Snow
Tracking systems
(AVLs and Map
Applications)

Limited
Pre-treatment
Options

Need for dedicated
Quality Assurance
and Quality Control
team within the
Command Center

Need for
Additional
Language Access
Resources

DPW&T asks residents to submit snow-related service requests 48 hours after precipitation ends, so they can be triaged and addressed.

The timeframe for snow removal is influenced by the severity of the weather event and the resources available. Service level agreements - the time frame to close a PGC 311 service request - may be extended to ensure all areas are addressed as effectively as possible.

DPW&T PGC 311 Snow Related Requests

Snow District	Closed	Open	Total
District 1	785	61	845
District 2	1,275	10	1,285
District 3	496	12	508
District 4	1062	10	1,378
District 5	1660	20	1,672
Overall Total	5,278	113	5,698

**as of 1/19/2025*



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PROPOSED OPERATIONAL IMPROVEMENTS



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Resource
Optimization

Technology
Enhancements

Pre-treatment
Strategies

Snow Route
Reassessment

Quality Assurance
and Control
Implementation

Additional
Contractor and
Staff Training

Broader Public
Communication &
Engagement

Expand County
Partnerships

Performance
Monitoring and
Reporting



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NEXT STEPS



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■ Immediate Actions (This 2025 winter season)

- Refine Automated Vehicle Locator (AVL) system functionality and public interface
- Adjust deployment strategy for addressing primary and residential roadways
- Collaborate with the Office of Emergency Management, Office of Community Relations, community partners, and elected officials to broaden outreach efforts
- Expansion of County partnerships to support snow operations
 - *The Department of Permitting, Inspections and Enforcement (DPIE) has provided 8 inspectors to support current operations.*
- Implement Language Access solutions to aid contractor communication

■ Short-Term Actions (6 - 12 months)

- Work with Office of Procurement to increase complement of well-capitalized snow contractors
- Complete a countywide lane-mile reassessment to update resource needs
- Refine financial projections and equipment delta using lane mile data analysis
- Implement new training modules for Agency/County Inspectors, Operators, and AVL Monitors
- Conduct area conditions assessment to document specific snow district needs and roadway characteristics



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NEXT STEPS (CONTINUED)



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■ Mid-Term Strategy (12 -18 months)

- Hire additional Agency Merited Field Operators
- Develop and implement Comprehensive Contractor Performance Standards
- Continued collaboration with County partners to fill gaps in snow operational needs (i.e. inspectors, mechanics, and operators, including emergency communication channels)
- Conduct in-depth consultant assessment of agency snow program (aimed to develop and enhance snow operations framework)

■ Long-Term Strategy (18 - 24+ months)

- Development of a concurrent snow removal approach to mitigate the effects of extreme weather conditions.



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Thank You!

Follow us @PGCountDPWT to stay up to date or
visit our website at dpwt.mypgc.us!

