# Table of Contents

Map of all snow routes can be provided upon request ................................................................. i
Executive Summary ....................................................................................................................... i
Communications .......................................................................................................................... 1
Communications Workflow ............................................................................................................ 3
General Guidelines ....................................................................................................................... 4
Operations Rotation Schedule 2018/2019 ....................................................................................... 10
Equipment Maintenance Operating Procedure .............................................................................. 11
Winter Ops Truck Assignments 2018/2019 .................................................................................... 12
Sidewalks and Snow ..................................................................................................................... 13
What Residents Can Do To Help .................................................................................................... 14
Winter Safety Tips ......................................................................................................................... 15
Winter Biking Tips ......................................................................................................................... 16
Appendix A: Snow Regions ............................................................................................................. 17
Appendix B: Parking Snow Emergency Routes ............................................................................... 18
Appendix C: Definitions ................................................................................................................ 19
Appendix E – Private Streets ......................................................................................................... 21
Appendix F – Alphabetical Listing of Snow Routes ....................................................................... 22
Appendix G – Priority Snow Routes per Region ............................................................................ 23

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Map of all snow routes can be provided upon request

City-wide Map Information on line at:

[City of Cincinnati - Snow Priority Routes](#)
Executive Summary

The Department of Public Services (DPS) Snow and Ice Control Plan is designed to serve as an operational guide for the City of Cincinnati outlining the effective use of resources, identifying effective communication strategies and defining the levels of service residents can anticipate. This plan strives to maximize services while minimizing the impact to the environment as well as being cost efficient.

The goal of DPS is to remove snow and ice from our roadways as rapidly and practically as possible. This does not always mean pavement will be bare and dry, but it will be passable. While the severity of each winter storm is unpredictable, DPS will continue to work within its resources to maintain the highest level of customer service possible while balancing efficiency in snow and ice control.

Snow and ice control can account for more than 33% of the division’s budget. Therefore, a well planned and executed winter operations plan is imperative. Preparation includes an analysis of previous year’s issues and challenges, equipment readiness, manpower, emergency equipment rental, training, material inventory and current technology.

The Traffic and Roads Operations Division (TROD) of DPS is responsible for coordinating winter roadway safety for approximately 3112 lane miles. These lane miles consist of thoroughfares, bridges, overpasses, side streets, cul-de-sacs and alleyways. Priority routes are determined by traffic volumes, access to emergency routes, access to public transportation and access to schools. The priority plan for snow removal divides streets into 67 primary routes and 101 residential routes.

Individual snow events in Cincinnati vary in severity. During a typical winter, the city averages 20-25” of accumulation with temperatures of 20°F and above. A variety of factors are considered when preparing for a snow-and-ice event.

Factors include:
- rate and accumulation of snowfall
- moisture content
- presence of sleet and freezing rain
- temperature during and after storm
- wind velocity
- time of day
- storm duration
- intervals between storms

These various factors are considered when establishing protocols. Depending on the response necessary for the event, snow removal operations will include primarily the DPS’ Divisions: TROD, Facilities Management, Fleet and Neighborhood Operations; however, this may include other city agencies and staff depending on the magnitude of the weather event.

Making the City of Cincinnati’s Snow and Ice Control Plan effective requires the cooperation of many partners, including, but not limited to, DPS, emergency responders, and most importantly the citizens of Cincinnati. This document is divided into categories. Each category contains practices DPS has developed, adopted and/or tested for the purpose of enhancing snow and ice control. This plan will be updated annually.
Communications

The Winter Operations communications program is designed to keep our citizens informed of the department’s efforts to ensure safe driving conditions whenever there is potential for significant weather.

Customer Service
DPS executes snow and ice control from the City’s Customer Service Center. During a snow event, the Customer Service Center maintains various staffing levels up to 24 hours a day to assist with operations, police, fire and service requests.

Customer Service Phone based Service Requests
- Customer Service staff monitors the 591-6000 phone line and enters service requests into the Customer Service Request (CSR) system.

Customer Service Web based Service Requests
- The CincyInsights project is an extension of the City of Cincinnati’s overall commitment to transparency and data-driven government innovation. The CincyInsights website features 15 dashboards that contain various datasets. Dashboards range from real-time snow plow tracking information to in-progress road projects. Access to these dashboards is made easily available via links posted on the City’s website as well as open data portal. You may access the CincyInsights website here: https://insights.cincinnati-oh.gov/ or you may find additional City datasets on the Open Data Cincinnati portal: https://data.cincinnati-oh.gov/.

Customer Service Phone App Service Requests
- Service requests can be entered in the “Fix It Cincy!” app for iPhones and Androids.

Dispatching
- Customer Service works in conjunction with the operations staff to ensure crews are systematically treating routes.
- Customer Service notifies crews of specific complaints and emergency conditions which need to be addressed by the operations crews.

Media Request Intake
- Media outlets contact the Customer Service Center to request information or to schedule a phone/camera interview.
- The Customer Service Representative receiving the request enters a service request which notifies the Public Information team, Operations Superintendent, and Department Director.

Public Information
Message Development
- On an ongoing basis, operations managers are responsible for providing operational and logistical information as well as road conditions to the Public Information staff. During larger events, formal planning meetings help facilitate information sharing.
- The Public Information staff is responsible for preparing and distributing communications.
Message Distribution
- Media releases are published to coincide with broadcast media cycles. Typically, press releases are published at 3:30 a.m., 10:30 a.m., 3:30 p.m., and 9:00 p.m.

Social Media Responses
- The Public Information team monitors social media accounts and responds to questions/concerns as efficiently as possible. While DPS will be monitoring social media accounts, citizens are encouraged to submit service requests via the City’s call center, website or mobile applications to ensure a rapid response.
Communications Workflow for Winter Operations Event

Data Gathering

Traffic and Road Operations
Fleet Services

Analysis

Operational Planning

Public Services Communications

Public Services Director & Deputy Director

Press Release*
Twitter

Customer Service

City Communications

City Website
Email News Alert

External Communication

Internal Communication

*Press Releases are distributed via email to local media, City Council, City Administration, Community Councils and Neighborhood Partners
General Guidelines

Monitoring Snow/Ice Events
Beginning in November and continuing through March, DPS monitors the weather forecasts for any approaching winter storm. The weather monitoring service is vital to operations as it predicts local weather and road conditions. Daily forecasts include snow and ice warnings, as well as extended weather forecasts and predicted pavement temperatures. Pavement temperatures are also monitored by mounted temperature controls attached to vehicles and handheld devices carried by supervisors. This information assists the department in determining the type, timing and duration of snow and ice operations. Forecasts are sent electronically to DPS seven days a week at a minimum of two times per day. The department reviews these reports, as well as local media outlets and forecasts from the National Weather Service.

Planning for Snow/Ice Events
Staff continuously monitor weather conditions and will begin planning once a storm is forecasted. Each storm is individually evaluated during a pre-event planning meeting. This meeting is used to develop an operations plan. A basic plan will examine the following:

• Type of event
• Expected accumulation
• Predicted pavement temperature
• Materials inventory
• Treatment Types
• Usage strategy
  o Pretreating ahead of the event (anti-icing)
  o Treating during an event (deicing)
• Condition and availability of equipment
• Scheduling of Crews
  o Depending on the expected size, duration and temperature of the event, crews may work 12 hour shifts (7 a.m.-7 p.m. /7 p.m.-7 a.m.) or smaller teams may be deployed.
• Scheduled public activities
  o Conventions, concerts and sporting events, etc. are all taken into consideration when developing a response plan.

Strategies
DPS deploys two strategies when pretreating and treating roadways: anti-icing and deicing. While both of these strategies make use of chemical freezing point depressants, they differ in its fundamental objective. Anti-icing techniques are used to prevent the formation or development of bonded snow and ice by timely applications of a chemical. This strategy is a proactive approach and used before or at the very beginning of a storm, typically on dry pavement. Deicing techniques are used as a bond-breaking method only after snow or ice has accumulated and bonded to the road.

Anti-icing begins with the use of dry, liquid or pre-wetted materials. Crews will proactively anti-ice bridges, hills and overpasses on a regular schedule during the winter season. Because of the increased danger to the public, these locations are given special attention. These locations remain on a regular schedule throughout the winter season as they’re more susceptible to ice.

Other locations will receive pre-treatment based on predictions from the weather forecast. It’s important to note streets not receiving anti-icing material before the snowfall may not receive material until the pavement temperature has dropped and pavement conditions are wet, slushy or light snow covered to avoid wasting material which could possibly be plowed away.
Deicing techniques begin with plowing, using dry or liquid materials, application of heat (friction) or a combination of these practices. Rock salt has generally been used as a deicing agent in the past as it was once the most economical option and available in large quantities. However, this is no longer practical as the cost of salt has increased.

The method of applying salt to the pavement is only effective when temperatures are above 20° to 25° F, there is sufficient precipitation or moisture on pavement, and traffic volumes are appropriate. Salt, a dry deicing chemical, becomes effective once wet and dissolves into a brine solution. When pavement becomes wet, it uses moisture from water, snow or slush on the road service to make brine.

During unusual circumstances, it may become necessary to employ measures to provide temporary traction or deicing material conservation through the use of abrasives. Sand, which is considered an abrasive, can be used when snow bonds are formed and rapid, increased friction is required. If temperatures reach a level too cold for chemical deicers to work, the department will use sand to provide for better traction. Once bond is broken and sufficient snow and ice are removed, DPS can return to preventive anti-icing operations.

Plowing is the most effective practice of removing compacted snow or loose ice before applying chemicals. If pavement and snow are cold and dry, and the snow in tire tracks is not adhering to the pavement, application of chemicals will have an insignificant affect. Plowing at this point is the appropriate operation.

When large amounts of accumulation occur where plowing is not possible, snow is hauled away. Crews haul the snow using backhoes and frontend loaders to fill trucks and haul the snow to an authorized snow dumping area.

Materials
The city has the capability to stockpile a maximum of 27,000 tons of rock salt (sodium chloride), 28,100 gallons of calcium chloride, 41,000 gallons of salt brine and 13,100 gallons of beet juice. These materials are strategically stationed throughout the city to allow for efficient operations (Appendix A). In addition, the city will contract for additional resources to ensure stockpiles are able to be replenished throughout the winter season.

When temperatures fall below 20°F, liquid calcium chloride and/or beet juice will be applied to every ton of salt (sodium chloride) to treat the pavement. This process of pre-wetting provides the moisture to make brine allowing for faster melting action. Applying a pre-wetting material to salt minimizes scatter during application by as much as 40%, reducing the need for repeated applications.

Liquid Calcium Chloride is used in pre-wetting, anti-icing and solid blend applications. The benefits of liquid calcium chloride provide the moisture needed to form liquid brine and initiate melting action. Once melting begins, the bond between ice and pavement can be broken allowing for mechanical removal.

Beet Juice, a byproduct of the sugar beet, is an organic compound which reduces the environmental effects associated with salt. Beet juice, in conjunction with salt, has many advantages; it is environmentally safe, has longer residual effects and is effective at much colder temperatures (-20°F).
Level of Service/Priorities
Street prioritizations were developed using the Cincinnati Area Geographic Information System (CAGIS), a division of Enterprise Technology Solutions (ETS) mapping systems. All major arteries, feeders, alleys, etc. are included in the city’s snow and ice control plan.

Streets are treated and plowed based on three categories of route priorities: primary, residential and pickup (Appendix B)
  - Primary routes include major thoroughfares and hospital routes
  - Residential routes are pathways off major thoroughfares and are still accessible with larger trucks
  - Pick up routes are streets which can only be accessed with smaller trucks

All routes are treated by priority beginning with primary.

These routes are divided into four regions: North, South, East and West. Crews from these locations address the prioritized snow routes. Supervisors are responsible for directing and coordinating crews to complete snow and ice removal in accordance with the established priority routes. Close radio communication is maintained with all operators to keep abreast of progress on each route.

When conditions become too severe for traffic flow and parking must be restricted, the City Manager will declare a snow emergency. When a snow emergency is declared, parking is prohibited on Snow Emergency Routes (Appendix C). Vehicles parked are moved to an area designated by the City of Cincinnati Police Department. Car owners can retrieve their vehicles by calling (513) 591-6000.

Garbage Collection
The Neighborhood Operations Division (NOD) of DPS will provide garbage collection in most weather conditions. In emergency situations, such as heavy snow and ice, garbage collection may be suspended for the safety of employees. When collections are temporarily suspended, local media outlets will be notified to provide information to the public. DPS will utilize social media and its website to inform the community, as well.
The following summarizes the snow removal actions for specific weather events:

<table>
<thead>
<tr>
<th>Pavement Temperature Range and Trend</th>
<th>Pavement Surface at Time of Initial Operation</th>
<th>Maintenance Action</th>
<th>Recommended Snow Removal Equipment</th>
<th>Pre-Treat 23% Solution of Salt Brine (gal/mile)</th>
<th>Dry/Solid (#/mile)</th>
<th>Prewet Solid (#/mile)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Above 32°F</strong></td>
<td>Dry, wet, slush, or light snow cover</td>
<td>Monitor Road and Weather Conditions for drops in temperature</td>
<td>Anti-Icing System or Salt Spreader and Prewetting Tanks &amp; Plow</td>
<td>20-40</td>
<td>50 to 100</td>
<td>50 to 100</td>
<td>Treat as needed. Treat icy spots @ 100#/mile or 20gal/mile</td>
</tr>
<tr>
<td><strong>Below 15°F to 20°F</strong> In Range</td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Prewetting Tanks &amp; Plow</td>
<td>20-40</td>
<td>50 to 100</td>
<td>50 to 100</td>
<td></td>
</tr>
<tr>
<td><strong>Below 15°F</strong></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Prewetting Tanks &amp; Plow</td>
<td>20-40</td>
<td>100 to 200</td>
<td>50 to 100</td>
<td></td>
</tr>
<tr>
<td><strong>Below 20°F to 25°F</strong> In Range</td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Prewetting Tanks &amp; Plow</td>
<td>20-40</td>
<td>100 to 200</td>
<td>50 to 100</td>
<td></td>
</tr>
<tr>
<td><strong>Below 15°F</strong> Steady or falling</td>
<td>Wet, slush or light snow cover</td>
<td>Apply Solid Materials</td>
<td>Salt Spreader and Prewetting Tanks and Plow</td>
<td>300 to 400</td>
<td>300 to 400</td>
<td></td>
<td>Appropriate de-icing liquid may be used in temperatures below 25. If sufficient moisture is present solid chemical can be applied</td>
</tr>
<tr>
<td><strong>Below 15°F</strong> Steady or falling</td>
<td>Wet, slush or light snow cover</td>
<td>Plow as needed</td>
<td>Salt Spreader and Prewetting Tanks and Plow</td>
<td>200 to 300</td>
<td>200 to 300</td>
<td></td>
<td>Do not apply chemicals and maintain dry pavement during windy conditions</td>
</tr>
<tr>
<td>Pavement Temperature Range and Trend</td>
<td>Pavement Surface at Time of Initial Operation</td>
<td>Maintenance Action</td>
<td>Recommended Snow Removal Equipment</td>
<td>Pre-Treat 23% Solution of Salt Brine (gal/mile)</td>
<td>Dry/Solid (#/mile)</td>
<td>Prewet Solid (#/mile)</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------------------------------</td>
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<td>----------</td>
</tr>
<tr>
<td><strong>Above 32°F</strong> Steady or rising</td>
<td>Dry, wet, slush, or light snow cover</td>
<td>Monitor Road and Weather Conditions for drops in temperature</td>
<td>Plow</td>
<td>20-40</td>
<td></td>
<td></td>
<td>Treat as needed. Treat icy spots @ 100#/mile or 20gal/mile</td>
</tr>
<tr>
<td><strong>Above 32°F</strong> or below is imminent</td>
<td>Dry</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>20-40</td>
<td>50 to 100</td>
<td></td>
<td>Do not apply liquid to heavy or packed snow</td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader</td>
<td>200 to 300</td>
<td>100 to 200</td>
<td></td>
<td>Do not apply liquid to heavy or packed snow</td>
</tr>
<tr>
<td><strong>25°F to 32°F</strong> In Range</td>
<td>Dry</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>20-40</td>
<td>100 to 200</td>
<td></td>
<td>Do not apply liquid to heavy or packed snow</td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader</td>
<td>300 to 400</td>
<td>300 to 400</td>
<td></td>
<td>Do not apply liquid to heavy or packed snow</td>
</tr>
<tr>
<td><strong>Below 20°F to 25°F</strong> In Range</td>
<td>Dry</td>
<td>Apply Liquid or prewetted solid</td>
<td></td>
<td>20-40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td></td>
<td>Max 400</td>
<td>Max 400</td>
<td></td>
<td>Appropriate de-icing liquid may be used in temperatures below 25°</td>
</tr>
<tr>
<td><strong>Below 15°F to 20°F</strong> In Range</td>
<td>Dry</td>
<td>Monitor Conditions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Do not apply chemicals and maintain dry pavement during windy conditions. If sufficient moisture is present solid chemical can be applied</td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Solid Materials</td>
<td>Salt Spreader</td>
<td>Max 400</td>
<td>Max 400</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Below 15°F</strong> Steady or falling</td>
<td>Dry</td>
<td>Monitor Conditions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Do not apply chemicals and maintain dry pavement during windy conditions</td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Plow as needed Apply prewetted solid chemical</td>
<td>Plow</td>
<td></td>
<td>Max 400</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

8
<table>
<thead>
<tr>
<th>Pavement Temperature Range and Trend</th>
<th>Pavement Surface at Time of Initial Operation</th>
<th>Maintenance Action</th>
<th>Recommended Snow Removal Equipment</th>
<th>Pre-Treat 23% Solution of Salt Brine 23% (gal/mile)</th>
<th>Dry/Solid (#/mile)</th>
<th>Prewet Solid (#/mile)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above 32°F Steady or rising</td>
<td>Dry, wet, slush, or light snow cover</td>
<td>Monitor Road and Weather Conditions, especially bridges and elevated roads</td>
<td>Plow</td>
<td></td>
<td>20-40</td>
<td></td>
<td>Treat as needed. Treat icy spots @ 100#/mile or 20 gal/mile</td>
</tr>
<tr>
<td>Above 32°F or below is imminent</td>
<td>Dry</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>20-40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>300 to 400</td>
<td>200 to 300</td>
<td>Heavy rain changing to freezing rain will wash chemicals from roads, load and pre-position trucks on routes to begin treatment as soon as practical</td>
<td></td>
</tr>
<tr>
<td>25°F to 32°F In Range</td>
<td>Dry</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>20-40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>300 to 400</td>
<td>300 to 400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Below 20°F to 25°F In Range</td>
<td>Dry</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>20-40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Liquid or prewetted solid</td>
<td>Anti-Icing System or Salt Spreader and Pre-wetting Tanks</td>
<td>Max 400</td>
<td>Max 400</td>
<td>Appropriate de-icing liquid may be used in temperatures below 25°</td>
<td></td>
</tr>
<tr>
<td>Below 15°F to 20°F In Range</td>
<td>Dry</td>
<td>Monitor Conditions</td>
<td></td>
<td></td>
<td></td>
<td>Do not apply chemicals and maintain dry pavement during windy conditions</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Apply Solid Materials</td>
<td>Salt Spreader</td>
<td>Max 400</td>
<td>Max 400</td>
<td>Appropriate de-icing chemicals may be used in temperatures below 25.</td>
<td></td>
</tr>
<tr>
<td>Below 15°F Steady or falling</td>
<td>Dry</td>
<td>Monitor Conditions</td>
<td></td>
<td></td>
<td></td>
<td>Do not apply chemicals and maintain dry pavement during windy conditions</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wet, slush or light snow cover</td>
<td>Plow as needed</td>
<td>Plow</td>
<td>Max 400</td>
<td>Max 400</td>
<td>As snow continues to fall plow accumulation</td>
<td></td>
</tr>
</tbody>
</table>
During the winter months, one section/yard will provide slippery street operational coverage. The Supervisor shall monitor weather conditions and respond to requests for service that cannot be handled by our Emergency Service Representatives. This includes calling in enough personnel to handle requests for service and activating other division personnel.

The highlighted lines below indicate a switch in rotation of yards; this was done to come closer to equalizing the amount of holidays (denoted by *) covered by each yard.

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Yard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, November 05, 2018 Thru Sunday, November 11, 2018</td>
<td>South - State</td>
</tr>
<tr>
<td>Monday, November 12, 2018 Thru Sunday, November 18, 2018</td>
<td>East - Dunbar</td>
</tr>
<tr>
<td>Monday, November 19, 2018 Thru Sunday, November 25, 2018</td>
<td>** West – Crookshank</td>
</tr>
<tr>
<td>Monday, November 26, 2018 Thru Sunday, December 02, 2018</td>
<td>North – Cormany</td>
</tr>
<tr>
<td>Monday, December 03, 2018 Thru Sunday, December 09, 2018</td>
<td>South - State</td>
</tr>
<tr>
<td>Monday, December 10, 2018 Thru Sunday, December 16, 2018</td>
<td>West – Crookshank</td>
</tr>
<tr>
<td>Monday, December 17, 2018 Thru Sunday, December 23, 2018</td>
<td>East - Dunbar</td>
</tr>
<tr>
<td>Monday, December 24, 2018 Thru Sunday, December 30, 2018</td>
<td>* North – Cormany</td>
</tr>
<tr>
<td>Monday, December 31, 2018 Thru Sunday, January 06, 2019</td>
<td>* South - State</td>
</tr>
<tr>
<td>Monday, January 07, 2019 Thru Sunday, January 13, 2019</td>
<td>West – Crookshank</td>
</tr>
<tr>
<td>Monday, January 14, 2019 Thru Sunday, January 20, 2019</td>
<td>* East - Dunbar</td>
</tr>
<tr>
<td>Monday, January 21, 2019 Thru Sunday, January 27, 2019</td>
<td>North – Cormany</td>
</tr>
<tr>
<td>Monday, January 28, 2019 Thru Sunday, February 03, 2019</td>
<td>South - State</td>
</tr>
<tr>
<td>Monday, February 04, 2019 Thru Sunday, February 10, 2019</td>
<td>West – Crookshank</td>
</tr>
<tr>
<td>Monday, February 11, 2019 Thru Sunday, February 17, 2019</td>
<td>North – Cormany</td>
</tr>
<tr>
<td>Monday, February 18, 2019 Thru Sunday, February 24, 2019</td>
<td>* East - Dunbar</td>
</tr>
<tr>
<td>Monday, February 25, 2019 Thru Sunday, March 03, 2019</td>
<td>South - State</td>
</tr>
<tr>
<td>Monday, March 04, 2019 Thru Sunday, March 10, 2019</td>
<td>West – Crookshank</td>
</tr>
<tr>
<td>Monday, March 11, 2019 Thru Sunday, March 17, 2019</td>
<td>East - Dunbar</td>
</tr>
<tr>
<td>Monday, March 18, 2019 Thru Sunday, March 24, 2019</td>
<td>North – Cormany</td>
</tr>
</tbody>
</table>
Equipment Maintenance Operating Procedure

A critical factor to an effective and efficient snow and ice removal program is equipment maintenance and availability. It has been established through past research that the benefits of a comprehensive equipment maintenance management program can yield positive results.

Due to the severe nature of the environment for snow and ice control, winter operations fleet requires the highest level of equipment maintenance. To keep equipment in top condition, a regular maintenance routine is followed all winter.

Cleaning all equipment with truck wash and neutralizer is critical to control maintenance costs and reduce downtime. This includes pressure washing truck surfaces, undercarriage, plows and material spreaders. When the operator finishes cleaning the equipment it is inspected to identify and report repairs that need to be made before the next event.

- Pre-trip Checklist
  - A pre-trip checklist is required for commercial driver’s license (CDL) compliance. Following the checklist will help prevent equipment failures. In addition to the pre-trip inspection, the following list should be used for the pre-trip inspection as well as the inspection performed when the event is over and the unit has been cleaned:
    - **Spreaders**: Inspect pumps, hoses, controls, and fittings. Check spinners, augers, and auxiliary engines.
    - **Hydraulic spreader controls**: The two major components are the pump and the controls, whether manual or automatic. Operators need to be familiar with spreader controls. Understand how the auger, or conveyor, and the spinner react at various settings.
    - **Snow plow blades**: Inspect blades thoroughly after each use. If blade wear is excessive it may damage the moldboard. Since snow plow blades do not wear evenly, they need to be replaced when they are worn at any point. Operators should check blade wear throughout the storm.
## Winter Ops Truck Assignments 2018/2019

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Sidewalks and Snow

Ohio Revised Code 723.011 authorizes the City of Cincinnati to require property owners to remove snow and ice from abutting or adjoining sidewalks in a timely manner.

**What does this mean?**
A property owner is responsible for keeping his or her property safe. If a postal worker, delivery worker or a visitor falls because you didn’t shovel and salt your walkway, you could be responsible for covering that person’s injuries.

**Am I liable if I shovel my sidewalk and it freezes again, then someone falls?**
The Ohio Supreme Court has affirmed residents can comply with Municipal Code’s requirement to shovel their sidewalks without assuming liability to others who may slip and fall.

The only time a resident may become liable is when they permit or create a dangerous accumulation of snow that results in personal injury to another.

- Section 723-57 of the Cincinnati Municipal Code requires property owners to remove snow.
- Section 723-59 of the Cincinnati Municipal Code requires property owners to remove ice.
- ORC 723.011 (Ohio Revised Code) The penalty for violating these sections is a fine of $25.

Please be a Good Neighbor: Do your part in helping our citizens – especially our elderly neighbors and our neighbors with disabilities – navigate through the difficulties of winter.

Many elderly citizens and citizens with disabilities are stranded and unable to access some of the basic services they need.
What Residents Can Do To Help

- Shovel snow onto grassy area of your property when clearing driveways/sidewalks.
- Avoid shoveling snow from your driveway onto City roadways. This will help keep the City’s streets from re-icing when already treated.
- Apply salt, sand and/or cat litter to icy steps and paths.
- Assist with clearing snow surrounding fire hydrants.
- Shovel around storm drains as necessary to minimize the risk of black ice as snow starts to melt.
- Adopt a storm drain near your residence to assist the City in keeping its approximately 30,000 storm drains properly draining.
- Use off street parking during snow events to allow crews to work safely, efficiently and quickly.
- Be observant of snow parking restrictions and emergency declarations when in effect.
- Drive with extra care and leave additional distance between you and the vehicle ahead.
- Maintain a distance of no less than 100 feet behind a city vehicle.
- Avoid passing snow trucks.

And, ultimately, exercise patience!
Understand it takes time for the City to clear its 3112 miles of road following a snow event.
**Winter Safety Tips**

- Citizens can reduce risk and assist snow removal efforts by parking off-street where possible.
- Motorists should allow extra driving time and use extra caution.
- Reduce speed and leave plenty of room to stop. Citizens are encouraged to allow at least three times more space than usual between their vehicle and the car in front.
- Brake gently to avoid skidding. If your wheels start to lock up, ease off the brake.
- Turn on headlights to increase visibility.
- Keep headlights and windshield clean.
- Use low gears to maintain traction, especially on hills.
- Extend caution while traveling on bridges, overpasses and infrequently traveled roads. Even at temperatures above freezing, if the conditions are wet, you might encounter ice on exposed roadways like bridges.
- Pour sand, cat litter, gravel or salt in the path of the wheels to help improve traction.
Winter Biking Tips

Winter conditions offer a unique set of challenges for the bicycle commuter. Follow these tips when commuting in the winter:

- Choose a route based on winter road priorities. Main thoroughfares have the least amount of snow and ice. Remember snow covered roads mean narrow thoroughfares.
- Beware of potholes, puddles and snow banks.
- Install knobby or studded tires.
- If losing control, move bike toward a snow bank.
- Pedal in a low gear during the winter. If pedal is frozen in low, bikers can still pedal in most terrains.
- Try not to make sudden emergency maneuvers. Wet, slushy roads mean reduced stopping power and extended braking distances.
- Wear well–layered clothing to regulate body temperature and stay dry.
- Wear blade-style glasses or goggles to keep eyes from watering and keep flying road grit out of your eyes.
- Wear warm, windproof gloves.
- The City does not plow bike lanes.

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**Bicycle Commuting In Winter**

**Choose the Right Equipment**
- Mountain bike
- Sturdy tires
- Fenders
- Bright light in front
- Red light in back
- Reflectors

**Emergency Kit**
- Pump
- Spare tire
- Patch kit
- Extra light
- Basic tools
- Jacket
- Cell phone

**Choose the Right Clothing**
- Layered clothing
- Wind jacket
- Reflective vest
- Wind pants/long underwear
- Gloves/windproof mittens
- Neck gaiter
- Warm hat under helmet
- Helmet cover with ear band

Source: Commute Options (www.commuteoptions.org)
## Appendix A: Snow Regions

<table>
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<th>REGION</th>
<th>Primary Routes</th>
<th>Residential Routes</th>
<th>Priority 3 Routes</th>
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**Traffic Aids**


**REVISED: Nov. 3, 2015**

Traffic Engineering

**WINTER OPERATIONS by DISTRICT and NEIGHBORHOOD**
Appendix B: Parking Snow Emergency Routes

Routes are designated by signs stating "No Parking during Snow Emergency."

**Police District 1**
- Reading Road: Central Parkway to Paddock Road
- Vine Street: Mitchell Avenue to Third Street
- Gilbert Avenue: Broadway to McMillan

**Police District 2**
- Eastern Avenue: Delta Avenue to Second Street
- Eastern Avenue: Delta Avenue to Columbia Parkway
- Madison Road: Woodburn Avenue to Plainville
- Marburg Avenue: Ridge Road to Erie Avenue
- Whetsel Avenue: Bramble Avenue to North Corporation Line
- Observatory Avenue: Edwards Avenue to Delta Avenue

**Police District 3**
- Glenway Avenue: West Corporation Line to West Eighth Street
- Queen City Avenue: Werk Road to Beekman Street
- Harrsion Avenue: West Corporation Line to State Avenue
- Warsaw Avenue: Glenway Avenue to State Avenue
- River Road: West Corporation Line to Evans Street
- Elberon Avenue: West Eighth Street to State Avenue
- Montana Avenue: West Fork Road to Glenmore Avenue
- Westwood Northern Boulevard: Hopple Street to Boudinot Avenue
- Boudinot Avenue: Glenway Avenue to Westwood Northern Boulevard

**Police District 4**
- Ridge Road: Amberly Village Corp. Line to Marburg Avenue
- Montgomery Road: Norwood Corporation Line to Silverton Corporation Line
- Woodburn Avenue: McMillan to Dana Avenue
- William Howard Taft Road: Columbia Parkway to Vine Street
- McMillan Street: Central Parkway to Hackberry Street
- Paddock Road: Reading Road to Vine Street
- Gilbert Avenue: Woodburn Avenue to McMillan Street
- Reading Road: Paddock Road to Sunnybrook Drive
- Dana Avenue: Reading Road to Duck Creek Road
- Burnet Avenue: Forest Avenue to Reading Road

**Police District 5**
- Martin Luther King Drive: Central Parkway to Woodburn Avenue
- Ludlow Avenue: Spring Grove Avenue to Jefferson
- Jefferson Avenue from Nixon to Ludlow
- Hamilton Avenue: Spring Grove Avenue to Hollywood
- Colerain Avenue: Spring Grove Avenue to Kipling Road
- Burnet Avenue: Forest Avenue to Reading Road
- Jefferson Avenue: McMillan Street to Martin Luther King
- Calhoun Street: Vine Street to Clifton Avenue
- North Bend Road: Vogel Road to Daly
Appendix C: Definitions

1. **Snow Season** – December 1 – March 31

2. **Dry Snow** – Occurs when the troposphere temperature (the lowest portion of the earth’s Atmosphere) and the surface temperature fall below freezing causing snow to be less dense than average and not sticky.

3. **Wet Snow** – Occurs when surface temperatures are just above freezing, goes through repeated melt-freeze cycles, forming crust on the surface allowing it to stick together.

4. **Compacted Snow** – Snow which has been compressed into a solid mass that resists further compression and will hold together or break into lumps if picked up.

5. **Slush** – Mixture of small ice crystals and liquid water. Generally forming when snow and/or ice melts.

6. **Chemicals** – Used in conjunction with a solid to help depress the freezing point of water, turning ice or snow into liquid or slush.

7. **Deicing** – A reactive operation. Removal of existing snow, ice or frost from roadway or other surface. Spreading material after snow begins.

8. **Anti-icing** – A proactive operation. Treatment with an ice melting chemical before or during the beginning of a storm to prevent or delay the formation of ice or the adhesion of ice and snow to the surface.


10. **Brine** – (i.e. wetted salt) solution of salt in water. Can be used to de-ice or reduce freezing temperatures on roads.

11. **Beet Juice** – Anti-icing fluid is a natural, agricultural product from the juice remaining after sugar beet extraction. Used in conjunction with rock salt.

12. **Calcium Chloride** – Used as anti-icing, pre-wetting solution to help improve the performance of rock salt.

13. **Plowing** – During and after precipitation, plows are utilized to remove higher accumulations of snow before using de-icing products. Plowing normally leaves ridges of snow along road edges in front of sidewalks, driveways and parking lanes.

14. **Passable** – Moderately good quality, but less than excellent, capable of being passed, traversed or crossed. (Roget’s, 1988).

15. **Pre-wetted Salt** – Salt that has been treated with liquid, prior to being spread.

16. **Level 1 Snow Alert** - Roadways are hazardous with blowing and drifting snow.
17. **Level 2 Snow Advisory** – Roadways are hazardous with blowing and drifting snow. Only those who feel it is necessary to drive should be on the roadways. Contact your employer to see if you should report to work.

18. **Level 3 Snow Emergency** – All Municipal, Township, County and State roadways are closed to non-emergency personnel. No one should be out driving during these conditions unless it is absolutely necessary to travel. Those traveling on the roadways may subject themselves to arrest.

19. **City of Cincinnati Parking Snow Emergency** – The City may issue a parking snow emergency during severe snowstorms. A snow emergency declaration initiates parking restrictions on designated routes. Cars not moved are subject to ticketing and towing. This will assist with the full treatment of streets in order to make roads passable as soon as practical.
Appendix E – Private Streets

Appendix Provided Upon Request
Appendix F – Alphabetical Listing of Snow Routes

Appendix Provided Upon Request
Appendix G – Priority Snow Routes per Region

Appendix Provided Upon Request