

**2006 – 2007
SNOW
OPERATION
SCHEDULE &
INFORMATION**

**CITY OF MILWAUKEE
OPERATIONS DIVISION
ALERTING SCHEDULE FOR 2006 - 2007 WINTER SEASON**

One of the following Area Managers must be alerted in the event of any emergencies due to inclement weather causing slippery streets and/or hazardous winter driving conditions. The dates listed below each manager's name are the weeks for which he/she will be responsible. However, any one of the six can and will alternate as necessary. (Schedule begins at 4:00 pm on Fridays.)

AREA CODE 414 IN ALL CASES

A Reminder: 1:00 pm and 1:30 am are the deadlines for rush hour problems.

MARY BENGSCHE	KEN OTTMAN	JEFF SMITH	DONALD STONE	JEFF BOEDER	RANDY KROUSE
286-3347 Office	286-0263 Office	286-2333 Office	286-2397 Office	286-8660 Office	286-8499 Office
Oct. 20 - Oct. 27	Oct. 27 - Nov. 03	Nov. 03 - Nov. 10	Nov. 10 - Nov. 17	Nov. 17 - Nov. 24*	(TRAINING)
Nov. 24 - Dec. 01	Dec. 01 - Dec. 08	Dec. 08 - Dec. 15	Dec. 15 - Dec. 22*	Dec. 22 - Dec. 29*	
Dec. 29 - Jan. 05*	Jan. 05 - Jan. 12	Jan. 12 - Jan. 19*	Jan. 19 - Jan. 26	Jan. 26 - Feb. 02	
Feb. 02 - Feb. 09	Feb. 09 - Feb. 16	Feb. 16 - Feb. 23	Feb. 23 - Mar. 02	Mar. 02 - Mar. 09	
Mar. 09 - Mar. 16	Mar. 16 - Mar. 23	Mar. 23 - Mar. 30	Mar. 30 - Apr. 6	Apr. 06 - Apr. 13*	
MIKE ENGELBART	FRED GUNTHER	GARY KULWICKI	DENNIS NELSON	VENU GUPTA	
286-2355 Office	286-2459 Office	286-3409 Office	286-3295 Office	286-3401 Office	

Duty Manager's Cell Phone No. 414-708-9074

* HOLIDAYS: No work on November 23rd & 24th, December 22nd, 25th, 30th 2006, January 1st & 15th, April 13th, 2007.

Winter Duty Roster 2006 - 2007

(City of Milwaukee - Department of Public Works - Operations Division)

NorthCentralSouth

Oct. 20	to Oct. 27	Batchelor-Lassanske/Jacobsen-(Pena)	Colorez-(Bilot)-Davis	(Land)-Figueroa-Regan
Oct. 27	to Nov. 3	Kieren-Heindel-(Powalisz)	Oleszak-(Bontempo)-Moye	(Perkins)-Hagen-Mullins
Nov. 3	to Nov. 10	Schneider-Henry-(Meyers)	Mueller-(Steadman)-Bruno	(Genich)-Sandles-Biasiola
Nov. 10	to Nov. 17	Hughes-Boyd-(Dix)	Dannecker-(Limon)-Santiago	(Pelkowski)-Schoesser-Thomas
Nov. 17	to Nov. 24*	Daniels-Wallace-(Leszczynski)	Erber-(Dama)-Falkowski	(Wynn)-Laura-Kadow
Nov. 24	to Dec. 1	Batchelor-(Lassanske/Jacobsen)-Pena	Colorez-Bilot-(Davis)	Land-(Figueroa)-Regan
Dec. 1	to Dec. 8	Kieren-(Heindel)-Powalisz	Oleszak-Bontempo-(Moye)	Perkins-(Hagen)-Mullins
Dec. 8	to Dec. 15	Schneider-(Henry)-Meyers	Mueller-Steadman-(Bruno)	Genich-(Sandles)-Blasiola
Dec. 15	to Dec. 22*	Hughes-(Boyd)-Dix	Dannecker-Limon-(Santiago)	Pelkowski-(Schoesser)-Thomas
Dec. 22	to Dec. 29*	Daniels-(Wallace)-Leszczynski	Erber-Dama-(Falkowski)	Wynn-(Laura)-Kadow
Dec. 29	to Jan. 5*	(Batchelor)-Lassanske/Jacobsen-Pena	(Colorez)-Bilot-Davis	Land-Figueroa-(Regan)
Jan. 5	to Jan. 12	(Kieren)-Heindel-Powalisz	(Oleszak)-Bontempo-Moye	Perkins-Hagen-(Mullins)
Jan. 12	to Jan. 19*	(Schneider)-Henry-Meyers	(Mueller)-Steadman-Bruno	Genich-Sandles-(Blasiola)
Jan. 19	to Jan. 26	(Hughes)-Boyd-Dix	(Dannecker)-Limon-Santiago	Pelkowski-Schoesser-(Thomas)
Jan. 26	to Feb. 2	(Daniels)-Wallace-Leszczynski	(Erber)-Dama-Falkowski	Wynn-Laura-(Kadow)
Feb. 2	to Feb. 9	Batchelor-Lassanske/Jacobsen-(Pena)	Colorez-(Bilot)-Davis	(Land)-Figueroa-Regan
Feb. 9	to Feb. 16	Kieren-Heindel-(Powalisz)	Oleszak-(Bontempo)-Moye	(Perkins)-Hagen-Mullins
Feb. 16	to Feb. 23	Schneider-Henry-(Meyers)	Mueller-(Steadman)-Bruno	(Genich)-Sandles-Blasiola
Feb. 23	to Mar. 2	Hughes-Boyd-(Dix)	Dannecker-(Limon)-Santiago	(Pelkowski)-Schoesser-Thomas
Mar. 2	to Mar. 9	Daniels-Wallace-(Leszczynski)	Erber-(Dama)-Falkowski	(Wynn)-Laura-Kadow
Mar. 9	to Mar. 16	Batchelor-(Jacobsen)-Pena	Colorez-Bilot-(Davis)	Land-(Figueroa)-Regan
Mar. 16	to Mar. 23	Kieren-(Heindel)-Powalisz	Oleszak-Bontempo-(Moye)	Perkins-(Hagen)-Mullins
Mar. 23	to Mar. 30	Schneider-(Henry)-Meyers	Mueller-Steadman-(Bruno)	Genich-(Sandles)-Blasiola
Mar. 30	to Apr. 6	Hughes-(Boyd)-Dix	Dannecker-Limon-(Santiago)	Pelkowski-(Schoesser)-Thomas
Apr. 6	to Apr. 13*	Daniels-(Wallace)-Leszczynski	Erber-Dama-(Falkowski)	Wynn-(Laura)-Kadow

* Notes Holiday

Nov. 23, 24 -2006

Dec. 22, 25 - 2006

Dec. 30 -2006

Jan. 1 - 2007

Jan. 15 - 2007

(-----) Bridge Run

Originally drafted
October 11, 2004

Surrounding City/County/Village Phone Numbers
(Weather Update)

City of Beloit	608-364-2929
Kenosha County	262-857-1870
Village of Menomonee Falls	262-532-8700
Ozaukee County	262-377-7172
Town of Waterford	262-662-2442
Waukesha County	262-548-7117

**An Administrator's Guide
For Snow Duty**

12/2006

To be used in conjunction with
Weather Procedures for Duty Managers

11/2005

The major function of the Snow Duty Administrator is to oversee the overall picture of City Operations and City Policy.

As a Snow Duty Administrator you must continuously be aware of the up coming weather and how it could affect city events and schedules. This can be accomplished in a variety of ways, local TV weather reports, reports from M&T and SSI (accessed via internet), as well as numerous other internet based weather services, and your Duty Manager. It is imperative that the Duty Manager contact our weather services to build up a rapport with the 'on duty forecaster'.

As a Snow Duty Administrator you must keep the 'storm team' in the loop! Other Administrators as well as the Commissioner and Deputy Commissioner must be aware of the 'Plan of Action' and be updated on the progress of our efforts.

As a Snow Duty Administrator you must keep the media as well as Elected Officials informed of our response to the storm.

Realize, the Snow Duty Manager is intensely busy with operations in the field keeping up with weather services regarding the intensity and duration of the storm and to assess our progress, suggesting future actions.

During Snow Operations it is imperative to get first hand visual observations of the operation to assess progress. The Duty Manager has some opportunity to do this, but the Duty Administrator must be active as well. In this way, each of the decision makers On Duty can make a valid impartial assessment of the event efforts, as well as getting progress information from the district Managers and Supervisors. Only then, can an informed decision be made as to the direction of operations.

In the event of a GENERAL PLOWING

The Duty Administrator MUST REPORT to the Snow Office to expedite the decision making process.

In addition, the Duty Administrator:

MUST be in contact with the Commissioner

MUST inform Cecilia Gilbert of 'The Plan', for media release.

MUST notify the Tow Desk - 4" Rule

MUST notify Local Officials, MPS, Fire and Police, as well as other effected parties. (see attachment one)

MUST be the spokesperson for DPW efforts, when the Commissioner is unavailable.

REMEMBER..... the Duty Manager has an OPERATION to MANAGE. *There is little time to do anything else!*

Weather Procedure – General (Not intended to replace DPW Storm Procedures) 10/2006

Monitor Weather Service reports morning, noon and night.

On weekends, know when local TV stations telecast the weather reports.

Contact our Weather Services on a daily basis as necessary.

ALWAYS err on the side of SAFETY!

If in DOUBT, CALL THEM OUT!

If YOU REFRAIN, there's H_ _ _ you could be Paying!

If a storm <4" is predicted see Weather Watch General Procedures

If a major storm is predicted, contact your Administrator and other members of the Storm Team (the Commissioner, Mike, and Preston) to develop a plan of action. i.e. – mounting blades on packers, calling in contract equipment etc. Follow Weather Watch General Procedures. Be prepared to escalate to a Limited Plowing or eventually to a General Plowing if warranted.

Weather Scenarios:

Frost

Bridge Run

Lake Effect (Modified Bridge Run)

GIC

Limited Plowing

General Plowing

Cleanup Operations

What causes frost to form?

Conditions for frost accumulation on surfaces:

1. The surface temperature must be below freezing.

If this condition is not met, dew may form, but not frost.

What is meant by surface temperature?

2. The surface temperature must be below the dew point temperature

Of course, the other way of saying this is that the dew point must be above the surface temperature (which from Condition 1 is below freezing). This condition guarantees that the air near the surface has more moisture than it can hold at the surface temperature. The further the surface temperature is below the dew point, the more rapidly frost will form.

What is dew point temperature?

3. The dew-point temperature must be near (even above) freezing

A relatively high dew-point temperature ensures a large amount of moisture in the air for possible deposit on the surface as frost.

How much moisture can air hold?

Conditions 1 and 2 must be met if any frost is to form, while Condition 3 ensures that the rate of accumulation will be high. It should be pointed out that frost can and does form even if the dew-point temperature is well below freezing if the other conditions are satisfied. From the previous example of water in a room, there is two and a half times as much moisture available for frost from saturated air at 35°F compared to 50°F. We can then roughly estimate that frost will accumulate two and a half times as fast as this higher dew point, other influences being comparable. Saying this another way, it will take two and a half times as long for a given amount of frost to accumulate at 50°F than at 35°F if the dew point drops 30°F as in the previous example. So, for instance, even when the dew point is low, if frost begins to form early in the evening, a significant amount could accumulate by sunrise. So the three conditions given should not be considered the only conditions allowing frost, but rather the conditions most favorable for rapid frost formation.

SURFACE TEMPERATURE

Frost forms on surfaces, so if we want to be precise about when and if frost is occurring, we need to know the surface temperature. The surfaces we are interested in, of course, are the surfaces of roadways and bridges. And we really mean SURFACE, not a half inch above the road or a half inch deep in the pavement, but right at the surface. This presents a problem, because surface temperatures are not measured by the National Weather Service - certainly not bridge and roadway temperatures where we are concerned about frost formation. The surface temperature and air temperature can be quite different, so the air temperature only 6 feet away is often a very poor estimate of what the surface temperature is. You may have had tomato plants "freeze" when the air temperature was 36°F: that is because even though the air temperature was above freezing, the tomato leaf surface temperature was below 32°F.

Is the surface temperature the same as air temperature?

AIR TEMPERATURE

An official temperature that is reported on radio or TV is the temperature that is measured at 6 feet above the ground by a thermometer that is located in a louvered white enclosure that has air freely passing through it. This white box is about 2 feet on a side and is situated in an open space away from the influence of any trees or buildings, so that the sun can shine on it but not on the thermometer inside.

Air temperature may be several degrees higher than the surface temperature (typically so at night) or several degrees lower than the surface temperature (typically so during the day).

DEW-POINT TEMPERATURE

A temperature less frequently reported on radio or TV is the dew-point temperature. This is the temperature that a sample of air would have if it was cooled until dew (or frost) began to form on a surface immediately adjacent. As you can see, this "temperature" is really a round-about way of saying something about the amount of moisture or humidity in the air. If the dew-point temperature (sometimes we just call it the "dew point", for short) is close to the air temperature, the relative humidity is high, and if the dew point is well below the air temperature, the relative humidity is low. If moisture condenses on a cold bottle of pop taken out of the refrigerator, the dew-point temperature of the air in the room is above the temperature of the pop bottle. This happens much more frequently in summer than winter, when there is generally more moisture in the air.

Incidentally, one of the clues a meteorologist uses for forecasting tonight's low temperature is to look at today's dew point: if no fronts are expected to come through, tonight's low temperature will not get much below today's dew point (Unfortunately, not all forecasting is that simple.) The dew-point temperature is measured in the same enclosure as the air temperature.

Weather Watch – FROST Conditions :

10/2006

Frost – Frost is formed when the dew point is near or below freezing and the temperature of the air falls to within a few degrees of the dew point.

Frost formation-1

Frost formation -2

In general, if the air temperature, dew point and pavement temperature are within 2 degrees of each other or equal to each other and all are at or below 32°. FROST is highly likely. If pavement is above 32 degrees, the pavement will be wet. Frost still may form on metal surfaces like a vehicle since its' surface temperature is most likely colder than the pavement.

Send out the Patrol to monitor bridges.

Patrol must keep you informed of any changing conditions!

Be ready for a Bridge Run. Confer with your Administrator!

Monitor SSI bridge temperatures. Stay in touch with the Patrol!!!

If only a light frost – Bridge Run. Confer with your Administrator!

Bridge pavement at or below freezing and roadway above freezing.

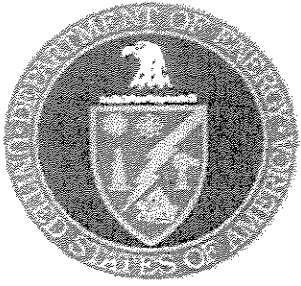
Bridges are likely to become slippery.

If a heavy frost – GIC at 300 as needed. Confer with your Administrator!

Bridge pavement at or below freezing and roadway above freezing.

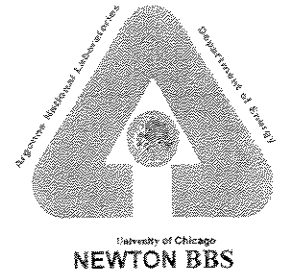
Bridges and roadways are likely to become slippery.

See item 6 – General Guidelines



Ask A Scientist@

Weather Archive



Frost Formation

name David
status student
age 20s

Question - I would like to know how to determine whether or not frost will appear on the ground. I assume you need dew to get frost, and dew is dependent on the dew point, which is easy to find information about (e.g. <http://paroscientific.com/dewpoint.htm>). Basically then, my question is how can you estimate ground temperature given air temperature or possibly air temperature history? Does heat transfer between the ground and air play a significant role?

Let me answer just a part of your question. Your assumption is incorrect. Frost is not made by freezing dew. It is formed by sublimation - water vapor moving directly to a solid... ice. Frost is formed when the dew point is near or below freezing and the temperature of the air falls to within a few degrees of the DP.

Your thought about ground temperature is interesting. Generally warmed the air is or cooled by the surface. The air is largely transparent energy so heat to radiant released by the surface at night is radiated off But as the surface into space. is cools, the heat from the lowest layer of air conducted to the ground. Cooling the air from below tends to make the air more stable and keep the cooler air low.

Hope that helps.

Larry Krengel

David,

I published an article several years ago in the Journal of Meteorology, U.K. on how to estimate frost from previous night temperatures. It is called "Predicting Frost At Your House". You don't usually get dew before frost, although you can on nights when the temperature starts well above freezing and moves to below freezing during the night. In the colder months frost develops as the temperature decreases to below the frost point, which is essentially equivalent to dew point but at temperatures below freezing. On nights with heavy frost, it is not uncommon to have an ice fog, in which supercooled water vapor forms ice crystals in the air and hoarfrost on exposed objects.

Heat transfer between the ground and air is important, as the ground supplies energy to heat the air near the ground, unless of course it has been very cold for a long time and the ground is frozen (or there is snow on it). Much of the water vapor that goes into dew and frost actually comes from evaporation from the soil and transpiration from plants and grass (or snow sublimation); evaporation continues at night, although to a much lesser degree than during the day.

A very dry soil and surface vegetation will produce much less or no dew or frost on the vegetation.

If you are interested in the article, I can send you a copy. Please contact NEWTON again to pass along your address.

The citation is:

D. R. Cook, "Predicting Frost At Your House",
Journal of Meteorology, Vol. 15, no. 153, November 1990.

This is a popular journal published in Great Britain.

David Cook
Argonne National Laboratory

Frost formation is a complex process, for it to occur. Frost forms on surfaces without condensing as dew. If dew forms, if the temperature drops below freezing. and conditions have to be "right" directly from the vapor state, frost formation is unlikely, even

Frost is more likely to form on surfaces above the ground first, such as house roofs, or automobiles, because the air immediately above the ground is usually a few degrees warmer than air a few feet higher. There is some heat transfer from the ground to the air a few centimeters above it. If there is much wind, frost will not form either. (Neither will dew, as both these occurrences require little or no wind, so the atmosphere will not stay mixed.) If the skies are cloudy, usually dew or frost will not form either, as the clouds reflect the radiated heat from the ground, which helps in keeping the lower layers mixed.

So the ideal conditions for frost formation is a night with clear skies, light winds, and a temperature forecast to be near or a little below freezing. Standard temperature measurements are taken from about 2 meters above ground. On a calm night the ground temperature can be as much as 5-7 degrees cooler than the standard temperature reading. If there is some wind, the air stays mixed, and the temperature difference disappears.

Wendell Bechtold, meteorologist Forecaster,
National Weather Service Weather Forecast
Office, St. Louis, MO

NEWTON is an electronic community for Science, Math, and Computer Science K-12 Educators. Argonne National Laboratory, Division of Educational Programs, Harold Myron, Ph.D., Division Director.

Factors to consider when contemplating a Bridge Run :

- a) A light frost or snow expected <1"
- b) Temperatures are above freezing
- c) Pavement temperatures are NOT expected to fall below freezing

Get latest information from the Weather Services.

Send Patrol out to monitor and report conditions.

Notify your ADMINISTRATOR before taking action.

Monitor SSI pavement temperatures. 32 degrees is FREEZING!

If Patrol is out and reporting a light snowfall and pavement temps are above freezing and the pavement is wet. Continue to monitor. Bridge temps are generally 2 degrees or more below pavement. Bridges may become covered and slippery. Patrol must concentrate on bridge conditions. Patrol has a list of bridges to monitor.

It is advisable to call a Bridge Run. If conditions degrade, then escalate to a GIC.

Keep your ADMINISTRATOR informed!!!!

See item 6 – General Guidelines

Make sure all Districts have sent in a SALT & CALCIUM ORDER.
Place salt order with Cargill, then contact the dock to arrange for delivery date.
Then schedule an end-loader to receive salt deliveries.

Call Dispatch and order sidewalk equipment.

Contact Districts to see if supplementary Sensors are needed the following day, for incidentals. Be mindful of opposite side parking and business district areas.

Weather Watch – Lake Effect (Modified Bridge Run)

10/2006

Lake Effect snowfall is a localized band of snow coming off Lake Michigan, generally from the N NE. It can be persistent and can deposit quite a lot of snow. Observations of lake effect snowfall have seen snowfall as far into the city as 35th St. and as close to the lake as 1st St.

Monitor weather patterns.

Keep in touch with the weather services.

Put the patrol out.

If snowfall appears to be localized to the lake.....

Call a Bridge Run (18 trucks) North District to send all but one truck to support the other districts. Central and South to modify their routes accordingly to cover the eastern portion of their districts.

IF SNOWFALL MOVES INLAND>>>CALL A **FULL GIC**!!!!

If the lake effect snowfall is not localized.....

CALL A **GIC**

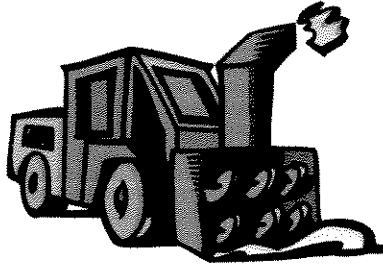
A limited plowing is an operation in which a GIC can no longer keep up with the rate of snowfall.

Notify your Administrator, who will notify the Commissioner.

Sensors with underbelly-mounted blades should utilize the blades well in advance of the next step.

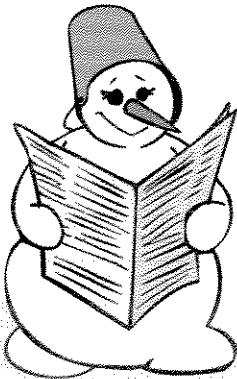
Mount blades on sensors and plow and salt the driving lanes on the MAINS.

Snowfall amounts and duration of the storm will dictate if the operation will escalate into a **General Plowing**.



Limited Plowing w/ sensors protocol as of 1/17/07

- Call in a Plow Coordinator for each District office while in a limited plowing operation.
- Minimum of 3 - plow chasers per district (maximum of 10 per area).
- Deficiency reports for inadequate or poor drivers should go to Wanda Booker.
- Snow Dump will be open for three days following the limited plowing for all permit holders.
- 3 hour before assigned rollover -- a designated individual will report to Dispatch for the call-out process and to monitor the progression of reporting equipment.
- Call Len Moye for opening up Tower Offices on N. 35th St. for plow chasers to acquire available vehicles to use while working the limited plowing operation.



A General Plowing is called ONLY BY THE COMMISSIONER!

Conditions to warrant a General Plowing:

Snowfall is approaching 4” and the storm is expected to continue.

The limited plowing cannot keep the MAINS clear.

See **PLOWING PROCEDURE**

Follow-up Cleanup Operations

Conditions to consider a full GIC:

- a) Weather Services predict 1” or more snow and pavement temperatures are at or below freezing.
- b) Patrol indicates snow is beginning to accumulate on roadway.

Weather Services generally give advance notice of storm beginning, intensity, and duration. These are all factors influencing the decision to call an operation.

Monitor radar to observe the incoming storm track and size.

Utilize the Patrol in the direction of the incoming storm to provide actual conditions.

Contact surrounding communities regarding what’s happening where they are.

Inform your ADMINISTRATOR of impending storm and confer on a plan of action.

See item 6 – General Guidelines

Pounds per Lane Mile (suggested)

	<2”	2”- 4”	>4”
light fluffy snow	300	300-400	400
heavy wet snow	400	400-500	500+

(or a combination as conditions warrant)

Remind districts to adhere to the order. 300 lbs per lane mile **means** 300 lbs. per lane mile! Districts must contact the duty manager before deviating from the order!!

If the storm predictions change and escalate, CONFER with your ADMINISTRATOR to go to the next level – mounting blades on Sensors or calling for a full Plowing operation.

Limited Plowing

General Plowing

1. Contact ADMINISTRATOR to discuss plowing initiation.
2. When a PLOWING operation is OK'ed
3. Notify DISPATCHER. They will call PRIVATE equipment AND fax Operation driver assignments to the districts.
4. SNOW EMERGENCY DECLARED by the Commissioner – ADMINISTRATOR will contact
 - a. Notify POLICE & FIRE
 - b. Notify TOW DESK
 - c. Notify School Board
 - d. Notify Media
 - e. Others.....Refer to Plowing Alerting Schedule
5. Districts will call D/L's.
6. FAX PLOW ALERT to districts and dispatcher.
7. Contact support personnel for DOWNTOWN operations.
8. Districts will contact their support personnel. (Coordinator, Plow Chasers, etc.)
9. Contact WEATHER SERVICES for updates.
10. Monitor operations and progress.
11. Continue to monitor PLOW PROGRESS
12. Continue to update ADMINISTRATOR.
13. Discuss possible Rollover of Sensors and inform Dispatch.
14. When operation complete : FAX KNOCK OFF PLOWING
15. Consider cleanup personnel and equipment
16. Order Sidewalk equipment etc. Follow-up Operations

Go to Intellicast to watch the storm come in.

Minnesota	- Saint Paul	zip code - 55101
Iowa	- Des Moines	zip code - 50301
Michigan	- Lansing	zip code - 48901
Wisconsin	- Madison	zip code - 53701
Wisconsin	- Milwaukee	zip code - 53201

Home page

<http://www.intellicast.com/>

Radar page

<http://www.intellicast.com/Local/USNationalWide.asp?loc=usa&seg=LocalWeather&prodgrp=Radar&imagery&product=Radar&prodnave=none&pid=none>

Storm Center

<http://www.intellicast.com/StormCenter/>

National Weather local Doppler to see intensity at our area.

<http://www.crh.noaa.gov/radar/loop/DS.p19r0/si.kmkx.shtml>

Local news sites

to see where local areas of intensity may be.

<http://www.fox6news.com/>

Their SMART Weathernet <http://www.instaweather.com/witi/> is helpful for frost or refreezing conditions.

Channel 4

<http://www.touchtmj4.com/>

Channel 12

<http://www.themilwaukeechannel.com/>

Channel 58

<http://www.cbs58.com/>

Back to Intellicast to watch the exit of the storm.

The Weather channel maps at

<http://www.weather.com/maps/weeklyplannerusnational.html>

are helpful in visualizing weeklong forecasts.

City Surface System Site containing a daily forecast, regional road sensors and a doppler map at

<http://www.surface.com/Milwaukee/>

User Name: milwaukee

Password: brewers

Murray & Trettel Site details our three day forecast.

<http://www.weathercommand.com> Click on 'Forecast Products' (lower right picture) then, 'Milwaukee'

User name: MKE

Password: sanitation

Snow Patrol Guide

Bridges

W Brown Deer Rd-West N 107th Street
N 107th St- South of W Good Hope Rd
W Carmen Av- West of N Lovers Lane Rd
N Lover's Lane Rd- North of W Silver Spring Dr
W Appleton Av @ W Silver Spring Dr (N 98th St)
W Hampton Av over Xway HWY'S 41/45 (N 98TH St
W Hampton Av over Railroad at N 122nd St
N Teutonia Av- South of W Mill Rd
E Capitol @ N Humboldt (Milwaukee River)
N Green Bay Rd- N 8th to N 9th (S of W Capitol)
W Capitol Dr-East of N Green Bay Rd
N Port Washington Rd over W Capitol Dr (I-43)

I-43 Overheads between N 7th St & N 8th St:

at West Keefe Av
at West Burleigh St
at W Locust St
at W Center St
at W Wright St
at W North Av
N Halyard St- W North Av to W Garfield Ave
E Locust St over the Milwaukee River
E North Av over the Milwaukee River
N Humboldt over the Milwaukee River
N HoltonSt- E Brady to E Reservoir

Menomonee Valley Viaducts:

6th St
16th St
27th St
35th St
Wisconsin Av Viaduct- N 39th to N 44th
W Lloyd St @ Stadium Xway (47th St)
W Washington Blvd @ Stadium Xway (46th St)
W Wells St @ Stadium Xway (46th St)
N Hawley Rd Viaduct over W State St
W Bluemound at N 98th over Xway (41/45)
S 92nd @ W Chester (Adler) over I-94

TELLTALE STREETS

N 107TH St- W Good Hope to W Appleton Ave
W Lisbon Av- N 60th St to N 84th St
N 51st Blvd- W Silver Spring to W Villard

I43/94 Overheads between S 4th St & S 5th St:

at W Greenfield Av
at w Lapham St
at W Mitchell St
at W Maple St
at W Lincoln Av
at S Chase av
W Howard Av @ S 4th St
W Layton Av @ S 16th St
W Grange Av 2 S 16th St
E Lincoln Av-Sbay to S Lincoln Memorial Dr

Kinnickinnic River Bridges:

W Becher St @ S 3rd St
W Lincoln Av West of S 1st St
S 1st St South of W Lincoln Av
S Chase St @ S 1st St
S 6th St North of W Cleveland Av
S 9th St North of W Cleveland Av
S 13th St North of W Cleveland Av
S 16th St North of W Cleveland Av
W Cleveland Av west of S 16th St
S 20th St South of W Cleveland Av
S 35th St North of W Oklahoma Av
W Forest Home @ S 33rd St over Railroad
S 35th St-W Forest Home to W Arthur
S 72nd St South of W Oklahoma Av
W Morgan Av West of S 68th St
S 68th St south of W Morgan Av

Shaded East-West Mains:

W Lincoln Av
W Mitchell St
E-W Greenfield Av
E-W National Av
E-W Wisconsin Av
E-W Wells St
E-W North Av
E-W Center St
E-W Capitol Dr
W Villard Av

OPERATIONS DIVISION CORRESPONDENCE

October 12, 2004

TO: All Operations Managers and Supervisors

FROM: Mike Engelbart
Sanitation Services Manager

RE: Bridge Runs

A Bridge Run Operation will use 18 salt trucks and is designed to salt all overheads in one hour. When a Bridge Run Alert is given, each area will be responsible for their overheads. Each area will provide one manager or supervisor and a field headquarters coordinator.

The endloader assigned to each area will also drive one of the salt trucks. The operator will receive tractor pay for the full operation.

Bridge Run Complement

N1 –	5 trucks
C1 –	7 trucks
S1 –	6 trucks

Anti-Icing Procedure

There will be 2 super-salters assigned to each area for anti-icing of bridges.

Under the direction of the duty manager, anti-icing of bridges will be done during the normal workday when potential problems forecast.

cc: Fleet Services

To: Wayne King operations manager Fleet services

cc: Snow Staff (Operations dispatch office)

Venu Gupta Director B&F div.

From: Upper parking

Date: 11/16/00

Re: Snow areas for 2000

Areas of responsibility for Upper Parking are as follows:

#1 priority: City hall complex out to boulevards or opposite street sides surrounding the city hall complex. During plowing operations this would include making snow piles or plowing the snow to be removed to the boulevards. The sidewalks on the I-43 overpass bridges from Wisconsin Ave. to Winnibago Street. At the conclusion of clean up salt and Calcium chloride will be swept into the street.

#2 Water and Juneau parking lot and assigned sidewalk, salt and plow as needed, snow removal when more than 6 stalled are blocked. The recycling education center on 13th and Mt. Vernon, salt and plow walks and the parking lot area. Angle parking from Kilborne and Broadway east to Milwaukee street (both sides of the street), the north on Milwaukee to Mason street (west side of the street) clearing the sidewalk and between every other parking meter at a minimum). Vector control on 15th and Fen Du Lac clear sidewalks and parking lot.

If there are any more areas that should be on this list please let me know so it can be amended.

Thanks for your time Doug Laabs Upper and lower Parking
286-2053 or 690 7006.

CONFIDENTIAL

2007 ABSENCE ANALYSIS CALENDAR

Employee Name: _____

Dept. Name _____

Employee No.: _____

Location: _____

Absence Codes:

V=Vacation

S=Sick

I=Injury

T=Tardy

C=Comptime

SP=SLICP

FP=FMLA-Paid

FU=FMLA-Unpaid

D=Discipline

U=Unexcused-Unpaid

X=Excused-Unpaid

LOA=Leave of Absence

PP	SUN	MON	TUE	WED	THUR	FRI	SAT	PP	SUN	MON	TUE	WED	THUR	FRI	SAT	
JANUARY 2007								JULY 2007								
01	31	1	2	3	4	5	6	14	1	2	3	4	5	6	7	
	7	8	9	10	11	12	13		8	9	10	11	12	13	14	
02	14	15	16	17	18	19	20	15	15	16	17	18	19	20	21	
	21	22	23	24	25	26	27		22	23	24	25	26	27	28	
03	28	29	30	31				16	29	30	31					
	FEBRUARY 2007								AUGUST 2007							
					1	2	3					1	2	3	4	
04	4	5	6	7	8	9	10	17	5	6	7	8	9	10	11	
	11	12	13	14	15	16	17		12	13	14	15	16	17	18	
05	18	19	20	21	22	23	24	18	19	20	21	22	23	24	25	
	25	26	27	28					26	27	28	29	30	31		
06	MARCH 2007							19	SEPTEMBER 2007							
					1	2	3								1	
	4	5	6	7	8	9	10		2	3	4	5	6	7	8	
07	11	12	13	14	15	16	17	20	9	10	11	12	13	14	15	
	18	19	20	21	22	23	24		16	17	18	19	20	21	22	
08	25	26	27	28	29	30	31	21	23	24	25	26	27	28	29	
	APRIL 2007								22	OCTOBER 2007						
	1	2	3	4	5	6	7				1	2	3	4	5	6
09	8	9	10	11	12	13	14	23	7	8	9	10	11	12	13	
	15	16	17	18	19	20	21		14	15	16	17	18	19	20	
10	22	23	24	25	26	27	28	24	21	22	23	24	25	26	27	
	29	30							28	29	30	31				
	MAY 2007								NOVEMBER 2007							
11			1	2	3	4	5	25					1	2	3	
	6	7	8	9	10	11	12		4	5	6	7	8	9	10	
12	13	14	15	16	17	18	19	26	11	12	13	14	15	16	17	
	20	21	22	23	24	25	26		18	19	20	21	22	23	24	
13	27	28	29	30	31			27	25	26	27	28	29	30		
	JUNE 2007								DECEMBER 2007							
						1	2								1	
14	3	4	5	6	7	8	9	28	2	3	4	5	6	7	8	
	10	11	12	13	14	15	16		9	10	11	12	13	14	15	
15	17	18	19	20	21	22	23	29	16	17	18	19	20	21	22	
	24	25	26	27	28	29	30		23	24	25	26	27	28	29	
16	30	31						01	30	31						

CITY OF MILWAUKEE *Interdepartmental Correspondence*

TO: Mr. James Purko, Operations Director
Department of Public Works

FROM: Ms. Carrie M. Lewis, Superintendent
Milwaukee Water Works *cm*

DATE: October 24, 2003

SUBJECT: ICE CONTROL ON WATER MAIN BREAKS

The Milwaukee Water Works sells water retail to the communities of Greenfield, St. Francis, Franklin, Hales Corners and West Milwaukee. Retail service means that the Water Works also owns and has maintenance responsibilities for the distribution system located in the retail communities.

Therefore, we are requesting that you provide the same ice control operations on water main breaks for the above five communities that you do for the City of Milwaukee.

Should you have any further questions regarding this matter, please call me at Ext. 2801.

CLpa
Doc:wtrmain-ice

cc: Control Center

4.13

RECEIVED

OCT 28 2003

DEPUTY COMMISSIONER
PUBLIC WORKS

CITY WIDE PLOWING COMPLEMENT 2006-2007

DISTRICT	NORTH-W	NORTH-E	NORTH TOTAL	CENTRAL-W	CENTRAL-E	CENTRAL TOTAL	SOUTH-W	SOUTH-E	SOUTH TOTAL	CITY TOTAL
Sensors										
Fleet/Forestry	11	11	22	8	10	18	12	8	20	60
Sanitation	4	4	8	6	8	14	4	4	8	30
Total	15	15	30	14	18	32	16	12	28	90
Plows										
Fleet Trucks	2	2	4	2	3	5	1	3	4	0
Garbage Packers	12	14	26	14	11	25	14	13	27	13
SS Packers	2	0	2	2	2	4	1	1	2	78
Recycling Packers	5	8	13	4	3	7	7	5	12	8
Bin Recycling Packers	0	1	1	1	1	2	0	0	0	32
Additional Trucks Assigned	4	4	8	5	2	7	6	3	9	3
Sub-Total (City)	25	29	54	28	22	50	29	25	54	24
Contract Trucks	0	0	0	1	0	1	1	2	3	158
Service Order Trucks	13	12	25	8	10	18	11	11	22	4
Total Plow Trucks	53	56	109	51	50	101	57	50	107	65

Special Equipment 2006-2007

DISTRICT	NORTH-W	NORTH-E	NORTH TOTAL	CENTRAL-W	CENTRAL-E	CENTRAL TOTAL	SOUTH-W	SOUTH-E	SOUTH TOTAL	CITY TOTAL
City Endloaders	4	3	7	2	2	4	4	5	9	20
City Tractors (7' blade)	0	2	2	3	9	12	0	3	3	17
Contract Endloaders	2	4	6	0	2	2	1	3	4	12
Service Order Endloaders	5	4	9	7	7	14	5	5	10	33
Total Special Equipment	11	13	24	12	20	32	10	16	26	82
Total Equipment Assigned	64	69	133	63	70	133	67	66	133	399

**MEDIA CONTACTS FOR DECLARATION OF
SNOW EMERGENCY DURING DAY OR OFF DUTY HOURS**

<u>Television/Radio</u>	<u>Number</u>
WTMJ-TV	967-5555 or 967-5318
WTMJ Radio	967-5555 or 967-5310
WKTI-FM	
CBS-WDJT 58	607-8140
WITI-TV-6 Newsroom- Miles Aquino (Use this number, the following codes given in case they ask for them)	586-2166 (to speak to a person)
Automated System:	TV 6 Hotline: - 799-1500 Access code: - 369 (fox) ID Code: - 1514 Security Code: - 886372 (tundra) Message Code: - 54 (Snow emergency)
WISN-TV-12	937-3331 – Newsroom (24 hours)
WISN-AM, WLTQ-FM	937-3327 – George Matz, Manager
WOKY-AM, WMIL-FM	User Code: 166469
WRIT-FM, WKKV-FM	Password: 144828
WUMW-FM	227-3355 270-1160 – Marge Petroff (leave message)
WEMP-AM	529-1250 (Mon – Fri 9-5)
WMYX-FM	Code: Snowdrift
WXSS-FM	
WYMS-FM	475-8362 (5:15am – 11pm) Fax # 9-475-8413
<u>Other Contacts</u>	
Associated Press	225-3580
City Cable - Dennis Geraghty	<u>Call only if Snow Emergency</u> Work: 286-5918 or 286-5919 Home: 453-7044
Kurt Behling, Chief Prosecutor, Police Admin Bldg, Room 205 749 W. State Street	286-2676 <u>NEEDS TO KNOW DATES AND TIME WE DECLARE SNOW EMERGENCIES AND DATES AND TIMES WE RESCIND SNOW EMRGENCIES</u>



Department of Public Works
Environmental Services
Sanitation & Forestry
"Clean & Green"

Jeffrey J. Mantes
Commissioner of Public Works

James P. Purko
Director of Operations

Preston D. Cole
Environmental Services Superintendent

October 15, 2005

CITY OF MILWAUKEE **SNOW EMERGENCY RESTRICTIONS**

No parking is allowed on arterials, bus lines, or thru highways from 11 p.m. until 6 a.m.

No parking on the side of residential streets signed "No Parking During Snow Emergency" or "No Parking From December 1st to March 1st" or "No Parking at Any Time".

Posted signs for other parking restrictions must be obeyed. On other residential streets, comply with the alternate side parking rules.

Overnight parking requires a police permit.

Vehicles parked on streets designed, as "Snow Route Towaway Zones" will be towed away when a snow emergency is declared.

It is illegal to leave a vehicle parked on the street in the same spot for more than 24 hours. These abandoned vehicles will be ticketed and towed.

1. The Sanitation Division will contact the DPW-Tow Desk (Fleet Services at extension 8350) as soon as a snow emergency is declared and when the 4-inch rule is in effect.
2. The Tow Desk will call the Police Department Communications Division-Supervisor at 935-7472 and Parking Enforcement, Thomas Sanders, manager at 708-5303, Paul Tucker, Supervisor at 708-1672 and the tow contractor at 672-2022 and tell them the type and hours of the emergency. The Police Department Communications Division will be responsible for transmitting the information to the divisions, and districts.
3. In cases of snow emergencies, on duty Parking Checkers will be sent to snow-tow away zones to begin ticketing, according to the priority established by the Sanitation Division. Parking Checkers who are off-duty may be called in, depending on the severity of the storm. The Tow Desk will send tow trucks to meet the parking checkers. District commanders will be informed when Parking Checkers are in their districts and will be informed as snow routes are cleared.

4. After snow-tow away zones are clear, checkers will begin ticketing and placarding on arterial streets that are not designated as tow zones, according to the priority established by the Operations Division.
5. The Police Department will begin ticketing and placarding vehicles for 24-hour violations on the side streets as soon as practicable. District commanders may contact DPW Enforcement for coordination of special efforts.
6. DPW will be responsible for following up on all 24-hour violations. Sanitation supervisors will provide reports on streets in need will provide reports on streets in need of enforcement throughout the snow operation period.
7. During snow emergencies, DPW checks will not be available to provide accident standby or school crossing.
8. The Police Department, each Police District and the Tow Contractor will be provided with a list identifying DPW snow removal priority streets.
9. Snow Protocol for Stolen Autos:
 - a) Stolen autos parked in snow tow zones will be towed immediately.
 - b) Checkers will not stand by until the owner is identified when vehicles parked in snow tow zones are identified as stolen, but will continue with their work.
 - c) Checkers will contact communications at 933-4444 that stolen vehicles will be towed immediately to the City Tow Lot. Communications is to send MPD Squad to City Tow Lot.
 - d) Parking Checkers will indicate on the Tow Authorization Report (Pt-27) stolen vehicle, case numbers, and indicates vehicle is stolen in comment section of tow Authorization report.

INTERDEPARTMENTAL CORRESPONDENCE

October 8, 2003

TO: Tom Sanders
Parking Enforcement Manager

FROM: Mike Engelbart *MEW*
Sanitation Services Manager

RE: Snow Tow Away Zones Priority

1. Prospect Ave - Bradford to Franklin
2. Farwell Ave - Bradford to Franklin
3. Brady St - Van Buren to Prospect
4. Oakland Ave - Cambridge to Edgewood
5. Maryland Ave - Farwell to Kenwood
6. Downer Ave - Lake Dr to Kenwood
7. State St - 12th St to 35th St
8. Wells St - 17th St to 35th
9. Humboldt Ave - Ogden to Capitol
10. 35th St - Keefe Ave to Galena
11. 27th St - Keefe Ave to Galena
12. Center St - 20th St to 30th St
13. Burleigh St - 20th St to 30th St
14. Keefe Ave - 20th St to Hopkins
15. Windlake Ave - Mitchell to S 13th St

SNOW EMERGENCY, OFF-STREET PARKING ON SCHOOL PLAYGROUNDS

MPS HAS AGREED TO MAKE THE FOLLOWING PLAYGROUNDS AVAILABLE FOR PARKING DURING SNOW EMERGENCIÉS AND DESIGNATED SNOW CLEAN-UP PERIODS, FROM 7 P.M. - 7 A. VEHICLES PARKED AFTER 7 A.M. MAY BE TOWED AT THE OWNER'S ÉXPENSE

	21ST STREET SCHOOL	2130 W CENTER
	AUER	2319 WEST AUER
	BÉLL MIDDLE SCHOOL	6506 W. WARNIMONT
*	CASS STREET PLAYGROUND	1620 N CASS
	CLARKE STREET SCHOOL	2816 W CLARKE
	FRANKLIN SCHOOL	2308 WEST NASH
	FRATNEY STREET SCHOOL	3255 N FRATNEY
*	FRITSCHÉ MIDDLE SCHOOL	2969 S HOWELL
	FULTON JR HIGH	2760 N 1ST
	GARDEN HOMES	4456 N TEUTONIA
*	HARTFORD AVENUE SCHOOL	2227 E HARTFORD
	HUMBOLDT PARK SCHOOL	3230 S ADAMS
	LAFOLLETTE SCHOOL	3239 N 9TH STREET
	LEE SCHOOL	921 W MEINECKE
	LINCOLN AVE. SCHOOL	1817 W LINCOLN
	LONGFELLOW SCHOOL	1021 S 21ST
	MALCOM X ACADEMY	2760 NORTH 1ST
*	MARYLAND AVENUE SCHOOL	2418 N. MARYLAND
*	MORGANDALE SCHOOL	3635 S 17TH
	N 38TH STREET SCHOOL	2623 N 38TH
	PIERCE STREET SCHOOL	2765 N FRATNEY
	PULASKI PLAYGROUND	1840 N. PULASKI
	STÉUBEN JR. HIGH SCHOOL	2360 N 52ND
	TROWBRIDGE SCHOOL	1943 E TROWBRIDGE
	WHEATLEY SCHOOL	2442 N 20TH
	ZABLOCKI SCHOOL	1016 W. OKLAHOMA

Astericks designate sites that the City of Milwaukee agreed to plow and maintain in a 1991 agreement between the City and MPS

County Maintained

Street	Between
W Brown Deer Rd	N 68th St to N 124th St
W Good Hope Rd	N Teutonia to N. 107th
W Mill Rd	N Teutonia to N 118th St (Exclude Service Drive)
W Silver Spring Dr	N 74th St to N 124th St
W Hampton Av	N 91st St to N Lovers Lane Rd
W Appleton Av	W Appleton Pl to W Congress St
Parkway Dr	W Appleton Av to W Leon Ter
N Lovers Lane Rd	W Hampton Av to W Silver Spring Dr
N 107th St	W Brown Deer Rd to W County Line Rd
N 76th St	W Villard Av to W County Line Rd
N 43rd St	W Mill Rd to W Calumet Rd
N Teutonia Av	W Good Hope Rd to W Calumet Rd
W Oklahoma Av	S 72nd St to S 100th St
W Howard Av	S 92nd St to S 100th St
W Forest Home	S 45th to City Limits
W Beloit Rd	W Oklahoma Av to S 99th St
S 92nd St	W Oklahoma Av to W Howard Av
S 76th St	W Oklahoma Av to W Waterford Av
College Av	S 27th St to S Pennsylvania Av
Layton Av	S Howell Av to S Brust Av
S Howell	E Grange to E College Av
S 27th St	W Howard Av to W College Av

County Jurisdiction City of Milw maintains

Street	Between
W Mill Road Pl	_____
W Mill Road (service drive)	W Appleton Pl to W Mill Rd
W Appleton Pl to W Mill Rd	_____
W Fond du Lac	N 107th St to W Hampton Av
N 115th St	W Good Hope Rd to W Appleton Av
N 114th St	W Mill Rd to dead-end N/of W Spokane St.
W Appleton Av	W Congress St to W Hampton Av
W Appleton Av (Service Drive)	N 107th St to W Mill Road Pl
W Appleton Av	W Hampton Av to N 76th St
W Bluemound Rd (W/S)	95th St to Mayfair Rd
S 76th St (Service Drive)	W/S S 76th St from Ohio to Morgan
S 76th St (Service Drive)	W/S S 76th St from Wilbur to Howard
S 76th St (Service Drive)	E/S S 76th St from Morgan to Honey Creek
W Kinnickinnic River Park Way (Service Drive)	(both sides) S 72nd St to S 66th St
W Kinnickinnic River Park Way (Service Drive)	E/S W Manitoba St to W Cleveland Av
W Kinnickinnic River Park Way (Service Drive)	W/S W Cleveland Av to W Stack St.
College Av (Service Dr)	S 1st St to 210 W College Av
Art Museum Dr	E Michigan to Lincoln Memorial Dr

CITY OF MILWAUKEE PARKING LOTS

North Side

<u>24 Hour Parking with Parking Permit</u>	<u>Spaces</u>
2551 W. Monroe	45
2716 W. Lisbon	27
3402 W. Lisbon	18
1805 N. 35th St	11
4630 W. Lisbon	33
527 No. 28th St	34
625 No. 27th St.	30
1859 No. 30th St.	12
2239 No. 21st St.	135
2239 N. 26th	27
2232 N. 35th St	16
2233 N. 35th St	14
2233 N. 36th	15
2233 N. 37th St	15
2235 N. 48th St.	22
1332 N. 14th St	65
1335 N. 12th Ln	34
1337 N. 32nd St	18
29th & Melvina	11
2929 No. 30th St.	24
3332 No. 5th St	42
5221 N. 36th St	24

<u>Meter Lot Free Parking After Midnight</u>
3500 W. Burleigh
4732 W. Lisbon
5404 W Bluemound

South Side

<u>24 Hour Parking with Parking Permit</u>	<u>Spaces</u>
511 W. Rogers	22
2128 S, 5th	22
530 W Florida	47
1414 S. Comstock	40
1629 W. Hayes Ave.	6
1750 S. 10th St	44
1002 W. Maple	95
1200 W. Maple	32
1653 S 7th St	30
1654 S. 9th St	30
1643 S. 9th St	237
1650 S. 12th St	70
1650 S. 13th St.	82
1439 S. 8th	6
1223 S. 15th St	43
1205 S. 19th	36
2260 So. Lincoln Ave.	10
1917 W. Washington	18
716 W. Windlake	90
1957 S. Winoa Ln.	14
2928 W. Pierce St	41
3507 W. Pierce St	60

<u>Meter Lot Free Parking After Midnight</u>
16th & National
Allis & Lincoln
Kinnicinnic & Ward

East Side

<u>24 Hour Parking with Parking Permit</u>	<u>Spaces</u>
1911 N. Humbolt Blvd	14
900 E. Locust	28
1910 E. North Ave	20

<u>Meter Lot Free Parking After Midnight</u>
Belleview & Downer
Downer & Park Pl
Brady & Warren
Farwell & Thomas
Farwell & North

CHAPTER 79
SOLID WASTE REGULATIONS

TABLE

79-1	Definitions
79-2	Collection Regulations
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79-12	Littering of Premises
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79-14.5	Depositing Commercial Waste in Area Sanitation Yards
79-15	Enforcement
79-16	Penalty
79-17	Rules

79-1. Definitions. The following definitions shall apply in the interpretation and enforcement of this chapter.

1. **APPROVED** shall mean approved by the commissioner of public works.

2. **COMMISSIONER** shall mean the commissioner of public works and such supervisory employes of the department to whom his authority may be delegated.

3. **DEPARTMENT** shall mean the department of public works.

4. **DWELLING UNIT** shall mean any habitable room or group of adjoining habitable rooms located within a dwelling and forming a single unit with facilities which are used or intended to be used for living, sleeping, cooking or eating of meals.

5. **HAZARDOUS SUBSTANCE** means any substance or combination of substances including any waste of a solid, semi-solid,

liquid or gaseous form which may cause or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or which may pose a substantial present or potential hazard to human health or the environment because of its quantity, concentration, or physical, chemical or infectious characteristics. This term includes, but is not limited to, substances which are toxic, corrosive, flammable, irritants, strong sensitizers or explosives. (*Rep. & rec. Ord. 81, File #86-408, July 29, 1986; eff. Aug. 16, 1986.*)

6. **LIQUID WASTE** shall include drain oil, dirty or waste grease, paints, lacquers, varnishes, thinners, cleaning agents or solvents, and other similar waste materials.

7. **LITTER** shall include any waste or other things, substances or materials such as garbage, rubbish, used tires, manure, stones, gravel, sand, earth, grass, hay, leaves, twigs, shrubs, branches, ashes, cinders, sawdust, sweepings, dirt, glass, earthenware, wire, nails, construction waste, liquid waste, ice, snow, paper, and all other debris and discarded materials of similar nature.

8. **NAUSEOUS OR OFFENSIVE MATERIALS** are those which are unwholesome in nature or have an unpleasant smell or are otherwise nauseous or offensive, such as manure, filth, slops, carcasses, carrion, meat, fish, entrails, hides and hide scrapings, paint, kerosene, oily or greasy substances, and also objects that may cause injury to any person or animal, or damage to vehicle tires such as nails, tacks, pieces of metal, wire, briar thorns, broken glass, and other similar materials or substances.

9. **PERSON** includes any individual, contractor, firm or corporation, or agent or servant thereof.

10. **PREMISES** shall mean a platted lot or part thereof or unplatted lot or parcel of land or plot of land, either occupied or unoccupied by any dwelling or nondwelling structure.

11. **SOLID WASTE** consists of the following categories:

79-11. Littering of Public Property. No person shall deposit or cause to be deposited, dropped, dumped, discharged, left, spilled or scattered, any litter, nauseous or offensive substance or material, in or upon any sidewalk, street, alley, gutter, catch basin, storm inlet, or other public facility or place. Nothing contained in this section shall prohibit the placing of temporary patch material, sand, ashes, sawdust or salt upon any sidewalk, street, or alley for safety in travel, nor the placing of leaves on the street, in season, from October 1st to November 15 inclusive.

(HISTORY: 79-11 am. Ord. 81, File #86-408, July 29, 1986; eff. Aug. 16, 1986.)

79-12. Littering of Premises. No person shall deposit, allow, or cause to be deposited, dropped, dumped, discharged, left, spilled or scattered, any litter, nauseous or offensive substances or material upon any premises, except for materials placed in a manner approved by state or other local regulations, and not in conflict with this chapter. It shall be the responsibility of the owner and or person in possession to maintain said premises so as not to be in violation of said ordinance. *(Am. Ord. 81, File #86-408, July 29, 1986.)*

79-13. Sidewalks to be kept Clean. No person being the owner of or in possession of premises shall use and maintain such premises or allow such premises to be used in a manner which will permit dirt, mud, snow, ice or other foreign materials to be deposited or accumulate on the public sidewalk. *(Am. Ord. 34, File #76-115, June 28, 1976.)*

79-14. Household or Commercial Waste In Certain Containers. No person shall deposit household or commercial waste in or about anti-litter or nonportable containers provided by the city, unless granted temporary permission by the department pursuant to the rules of the commissioner.

(History: Section 79-14 rp. and rc. Ord. 160, File #70-2152, July 30, 1971; eff. Aug. 14, 1971.

79-14 am. File #890689, July-25, 1989; eff. Aug. 15, 1989.)

79-14.5 Depositing Commercial Waste In Area Sanitation Yards. 1. No person shall deposit or cause to be deposited, dropped, dumped, discharged or suffered to be spilled, scattered, littered, or left any commercial, construction, or manufacturing or similar waste in or about the area sanitation yards of the city of Milwaukee. An "area sanitation yard" within the meaning of this section shall mean those geographic areas owned by the city of Milwaukee and occupied by the Bureau of Sanitation.

2. The use of such area sanitation yards shall be restricted to residents of the city of Milwaukee for the depositing of domestic wastes as defined in this section and such wastes as defined in this section and such wastes shall be deposited in the receptacles provided by the Bureau of Sanitation. *(Cr. Ord. 318, File #75-1040, Feb. 3, 1976.)*

79-15. Enforcement. The police and health departments and the bureau of sanitation shall enforce this chapter.

(Rep. & Rec. File #86-216-a, May 27, 1987; eff. June 12, 1987.)

79-16. Penalty. 1. VIOLATIONS. Any person who violates this chapter shall be subject to a forfeiture of not less than \$25 nor more than \$500 for each offense, together with the costs of such action. Upon default or refusal to pay such forfeiture, the person shall be imprisoned in the house of correction of Milwaukee County for not more than 60 days for each offense. Each day of violation shall be a separate offense.

2. LIEN. If any owner or agent fails, omits, neglects or refuses to obey any order from the bureau of sanitation or the health department, the appropriate department may take such steps as are necessary to remove the litter or return the garbage cart to its original storage location and the costs of removal or return shall be placed as a lien on the property in question and shall be a separate offense.

3. CITATION. In addition to other applicable enforcement procedures and pursuant to the authority of s. 66.119, Wis. Stats., all city officers listed in s. 79-15 may issue citations pursuant to the citation procedure as set forth in s. 50-25 to any person violating any provision of ss. 79-2-9, 79-3, 79-4-1-a and b, 79-5, 79-9-1 and 79-10 to 79-14.

CITY OF MILWAUKEE SNOW AND ICE CONTROL POLICY

Public Safety is the number one priority when it comes to snow and ice control protocol established by the City of Milwaukee Department of Public Works (DPW). DPW Environmental Services coordinates and supervises snow and ice control operations on the City's 1,400 miles of streets. Snow fighting equipment is maintained and dispatched by the Fleet Services section. Personnel from all four DPW divisions are involved in plowing operations.

The primary mission is to remove snow and ice as expeditiously and economically as possible to restore safe motorist and pedestrian travel, to minimize economic losses to the community and industry when workers are unable to get to or perform their jobs, and to facilitate Fire and Police Department responses to emergencies. Salt is applied at the minimum rate needed to achieve public safety.

The City's operational response is based on the severity of the storm. Snow and ice control operations vary in size from intermittent saltings of isolated slippery spots with one or two salt trucks to full scale plowings using over 360 pieces of equipment. The most common operation is a General Ice Control, in which 90 salt trucks are sent out citywide, and supervised from the six sanitation districts.

All streets are prioritized for salting and snow plowing operations based on traffic volume, public transportation routes, and access to emergency services and schools. Both salt and plow routes are divided into "mains" and "districts". The mains, which are cleared first, are the major traffic and commercial streets. Secondary arterials are cleared after mains. During storms of long duration, plows concentrate on keeping main streets open. District streets, typically residential streets, are cleared last. The city does not plow alleys.

When a major storm occurs, a general plowing is called. It can take between 18 and 24 hours after snow stops falling to complete, depending on the severity of the storm. Snow operations will continue with cleanup such as clearing snow islands left by parked cars, touching up intersections and crossovers, and widening residential streets.

Cleanup can last for several days after a storm. It is critical to clear streets to the greatest extent possible because plowed snow banks quickly harden. Streets narrowed by snow banks can restrict travel and reduce safety. Consequently, shoveled driveway approaches are sometimes unavoidably plowed in. When clearing their driveway approaches, residents should pile most of the snow to the side of the driveway away from the direction of traffic, usually to the right as you face the street. This will minimize the amount of snow pushed back into the driveway approach by a plow.

Because the same people who drive the snow plows operate the sidewalk and bus stop cleanup equipment, these operations begin after all street plowing is finished. City properties and hardship residents are plowed first, then crosswalks and alley openings.

when salted. However, a comparable snow storm during subzero weather may require plowing and applications of salt pre-wetted with liquid calcium chloride before satisfactory conditions are achieved.

All of these factors should be considered when formulating snow and ice control operations and again when evaluating their effectiveness in minimizing a storm's impact on the community. Because snow and ice storms in a city of Milwaukee's size require rapid, diverse responses with complex, large scale operations, all DPW divisions are involved with snow fighting to some degree. To achieve the inter-division coordination and rapid response necessary, considerable advance planning and organization is done by DPW.

When DPW is diverted to a large scale snow plowing operation, many normal department operations are suspended or cut back as equipment and personnel are reallocated to the snow fighting effort. This diversion is most noticeable in Sanitation's solid waste and recycling collections. A general plowing stops garbage and recycling collections completely, because Sanitation's garbage and recycling packers form the backbone of the city's snow plow complement.

The media plays an important part in keeping the public up-to-date on affected services. The Department of Public Works Communications Manager alerts local newspapers, television and radio stations when a general plowing begins. In addition, Environmental Service managers and supervisors are frequently interviewed by the media during operations to update information. Media releases are prepared by the DPW Communications Manager in advance of the snow season. Spot announcements concerning the status of snow emergency work are made throughout major snow storms.

II. SNOW FIGHTERS

Two DPW sections, Environmental Services and Fleet Services, are involved in all snow and ice control operations.

A. Environmental Services (E.S.)

E.S. calls out and maintains operational control of snow and ice control operations for the City of Milwaukee. All snow and ice control responses operate from the city's six Sanitation Districts. Salt, plowing and sidewalk clearing equipment complements report directly to these districts for route assignment.

E.S. administrators, managers and supervisors are on duty 24-hours a day, seven days a week during the snow season on a five-week rotating basis. They are responsible for obtaining, analyzing, and acting on weather forecasts, alerts and surface sensor data.

S & B also provides E.S. with snow plow route supervisors, progress coordinators and drivers for general plowings.

To ensure that snow plow routes remain accurate, S.B. also provides E.S. with parking regulation changes whenever they are approved by the Common Council.

S & B is responsible for clearing snow from the walk areas of buildings and bridges under its jurisdiction. In addition, S & B workers shovel walk areas too narrow for mechanized equipment.

E. Infrastructure - Support

This section provides E.S. with snow supervisors, progress coordinators, and drivers for general plowings.

Infrastructure Support is also responsible for snow removal from bus stop loading areas, key intersections, and along the curb lines of critical streets identified by S & B as requiring widening.

F. Infrastructure, Engineering

The Engineering Section contributes to the snow fighting effort by providing plow route supervisors and progress coordinators for general plowings. The Section also provides Sanitation with lists of new street construction or other changes, which may affect snow plow routing or de-icing chemical application.

G. Water

The Water Works provides plow route supervisors and progress coordinators to Sanitation during general plowings. The division also responds to water main breaks 24-hours a day.

H. Administration, Parking

The Parking section arranges for towing of illegally parked vehicles interfering with snow and ice operations.

I. All DPW Divisions

To ensure that the City has an adequate pool of snow plow drivers, all laboring positions hired by the Department of Public Works must obtain Commercial Drivers License (CDL) and complete snow plow training conducted by F.S. These workers augment Operations driver/workers during snow and ice control operations.

The first step in fighting any snow storm is the spreading of salt or salt treated with liquid calcium chloride on arterials that carry heavy traffic volumes. The goal is to return arterial driving lanes to a bare pavement condition. To minimize environmental impacts, salt is applied at the minimum rate needed to restore public safety.

When all major arterials and connector streets have been completed, residential streets are treated with a reduced amount of salt. A quick return to bare pavement conditions is not needed on side streets to preserve public safety. When residential streets are salted, one pass is made down the center of the road, placing the material on the crown of the roadway. This procedure minimizes salt usage because two lanes of roadway are treated simultaneously. It also reduces the amount of time it takes to complete the operation.

To help ensure proper application rates, all city truck-mounted salt spreaders carry microprocessor-based salt spreading controls which automatically and almost instantaneously adjust the salt spread rate to changes in truck speed. These controls make it possible to apply salt uniformly and accurately in urban stop and go traffic.

Rock salt (NaCl) is the most widely used de-icing agent in the United States because of its cost and effectiveness. With favorable temperatures above about 25 degrees, salt can melt several inches of snow and will prevent or reduce the bonding of compacted snow to the pavement surface. This insures a cleaner job should it become necessary to plow later.

Salt is less effective at temperatures below 25 degrees and/or when traffic volumes are too light to activate the chemicals. For lower temperatures, a 32% solution of liquid calcium chloride is used to pre-wet the salt. The calcium chloride reacts with the salt to create effective melting at temperatures below those at which normal rock salt alone is effective.

Treating salt with liquid can be beneficial at higher temperatures also. The melting action starts immediately and the salt granules have less of a tendency to bounce off to the side of the roadway. The general guideline for the use of liquid calcium chloride is:

1. Temperature 25 degrees or higher – not likely to fall below 25 degrees following the storm: no liquid calcium.
2. Temperature below 25 degrees or falling: Eight gallons per ton. In extremely cold weather conditions a 70-75% salt/25-30% sand mix is applied when abrasives are necessary to provide temporary traction.

Regardless of whether the operation is called during working or non-working hours, the Duty Manager first notifies the F.S. dispatch office and orders an operational response. The most common is a General Ice Control in which 90 salt trucks are sent out citywide and are supervised from the six Sanitation districts. F.S. calls out the requested equipment and drivers and assigns each Sanitation district's complement of equipment. The Duty Manager then uses a tree alerting system to notify Sanitation personnel. Each district alerts their support personnel.

During a weekday operation, "A" team drivers from E.S. or F.S. are assigned to drive the 90 insert body salt trucks (or sensors as they are commonly called) used for a General Ice Control. These 90 drivers are called the "A Team" and are given pagers to ensure a timely response. They are called for all General Ice Controls during the work week. During extended operations the "A Team" is relieved by the "B Team", a group of Forestry and other DPW workers trained in salt truck operation. Two teams of salt truck drivers alternating in 12 hour shifts allow continuous around-the-clock operation whenever necessary to maintain or restore public safety.

The "A Team" drivers perform various tasks for their winter divisions when not driving snow equipment, i.e. supplementing solid waste collection crews, serving as the workers on bulky item collection trucks, and washing and performing light maintenance on spreader trucks. The seven end-loader operators needed for an ice control work in F.S. during normal weekday operations. This system provides a quick initial response should an ice or snow emergency arise without much advance warning.

During the workday, the dispatch office activates each driver's pager and notifies each section of the personnel needed. Each section ensures that all drivers have been contacted. During off duty hours, the dispatch office contacts all required drivers and equipment operators.

On the weekend, the dispatch office is responsible for calling all the necessary drivers and equipment operators. The duty dispatcher calls the "A" team first and replacements form a list of volunteers. Should any jobs remain unfilled and this list is exhausted, employees are contacted by seniority in all DPW divisions until all the jobs are filled.

The operational alert sent by the Duty Manager to the District Managers contains a brief weather report of what is expected, and the amount of chemicals which are to be applied at the start of the operation. As conditions change, the Duty Manager updates the field district offices as well as receives reports from them on the progress of the operation and existing conditions in their districts.

C. Types of Ice Control Operation

1. Incidental Salting Operation

called for. Approximately half of the salt trucks are currently equipped with underbody plows. These pieces can plow and salt even during congested rush hours.

Once a G.I.C. is called, the Duty Manager is responsible for city-wide operational control. Using weather reports, updated alerts, surface sensor and radar information, and input from the supervisors working the G.I.C. across the city, the Duty Manager must decide on appropriate chemical applications, routing priorities, reassigning equipment to meet localized needs, mounting plow blades, and ordering extra plow trucks or special equipment. Finally, the Duty Manager secures the operation when street conditions are satisfactory. A "G.I.C. Checklist" (**Appendix IV**) is used by the Duty Manager to track operational responses.

Each district is staffed with three supervisors, a Field Headquarters Coordinator, and a yard worker. The supervisors are responsible for the district's operation. They supervise the district's salt trucks to ensure that all streets are treated properly, and reports progress and conditions in the district to the Duty Manager. The clerk remains in the office to maintain all records, calculate chemical usage for each sensor, maintain constant radio communication with all vehicles, and answer the telephones. The yard worker assists the supervisors with setting up each sensor for proper application and spread rates, expedites the loading of salt and calcium chloride, and mounts plow blades as necessary.

D. Salting and Plowing

Sometimes conditions are such that an ice control alone is not satisfactory but a general plowing is unnecessary. For example, a salt application might melt an early spring 3 ½ inch snowfall from arterial traffic lanes but leave an unacceptable snow build up in the parking lanes and along the curb-line of side streets. A "limited plowing" might be appropriate under these circumstances to remove the snow buildup economically. Often, between 90 and 125 Sanitation garbage collection packers and enough special equipment to clear dead-ends and cul-de-sacs are added to the 90 salt trucks. Because only "curb cuts" are needed on many streets, this limited plow complement can clean the streets curb-to-curb in an acceptable time frame.

IV. SNOW PLOWING

A. Operator Training

Snow plow operator training takes place during a good portion of the entire year and is one of the major responsibilities of F.S. While there is no substitute for actually plowing snow, individuals receive training on the operation of the equipment during the non-winter months. Remedial

During a "Snow Emergency" no parking is allowed on arterials, bus lines, or through highways from 11:00 P.M. until 6:00 A.M. Vehicles parked on streets designated as "Snow Route Tow-away Zones" or that are obstructing traffic will be towed. Other posted parking restrictions must be obeyed.

E. Plowing Equipment

Appendix V, a "Plow Equipment/Progress Report" form, contains a listing of all equipment assigned for a general plowing including contract vehicles. The 364 piece front line complement is composed of 90 salt trucks, 136 garbage and recycling packers, 69 pieces of private contract equipment, and 69 other pieces of city equipment. All City garbage and recycling collection vehicles are equipped to plow snow. F.S. dispatches this complement from the dispatch office. The city owns 385 pieces of snow-fighting equipment.

Each Sanitation district calls its regularly assigned ODW's. After the districts have completed their call-outs, F.S. headquarters makes replacements as necessary to ensure that each district's complement is filled.

The F.S. equipment is matched up with operators via a computerized dispatch system developed by F.S. and run by the dispatch office. The system is updated on a daily basis so that all information regarding the status of equipment and availability of personnel is kept current during the entire snow season from November 15th to April 15th.

F. Operational Control and Communication

The E.S. "Snow Headquarters" is responsible for the overall control and coordination of the ice and snow fighting effort throughout the city. The Commissioner of Public Works, E.S. and F.S. administrators and the Duty Managers plan the operation including shift changes, contracting for additional equipment such as end-loaders, and scheduling cleanup operations. Therefore, it is extremely important that the five E.S. Managers provide updated intelligence as necessary to provide "Snow Headquarters" with the information necessary to make operational decisions.

Because of the complexity of plowing operations and the necessity to retain continuity over extended periods of time, E.S. administrators and Duty Managers work off a "DPW Plowing Plan" worksheet (**Appendix VI**) and a comprehensive snow and ice control binder called the "Snow Bible".

and other pertinent operational information like accidents or streets unable to be plowed due to parked cars. Data on route progress and equipment availability is forwarded to the "Snow Headquarters" progress coordinator throughout a plowing operation.

As each route is completed, the equipment is moved to other routes until all routes in a district are completed. As districts are completed, the equipment may be retained and moved to another district or knocked off.

The following priorities apply to snow plowing operations in general:

- Priority 1: Open mass transit routes (includes non tow-away routes).
 - Priority 2: Open main streets, arterials and fire lanes to through traffic.
 - Priority 3: Open residential streets to through traffic (includes the clearing of dead-ends, cul-de-sacs and boulevard openings).
 - Priority 4: Alternate side plowing and cleanup.
 - Priority 5: Plowing of sidewalks, crosswalks and alley openings.
 - Priority 6: Clearing of bus stops, parking meters, litter cans, etc.
- As warranted by snow accumulations:
- Priority 7: Snow removal – street and/or intersection widening.

G. Plow Assignments

The F.S. computerized dispatch system mentioned previously is utilized to bring as much uniformity to the snow plowing operation as possible. The computerized assignments are based on the location of an operator's daily assignment or home address to help assure familiarity with the section of the city

he or she will be clearing snow in. Private contract equipment is assigned to

each Sanitation District on a seasonal basis to develop this familiarity.

Each

Sanitation District calls their regularly assigned Operation Driver Workers to

ensure Sanitation assignment continuity.

The Sanitation District Managers then make all individual route assignments within their district. A District Manager attempts to place as many drivers as possible into neighborhoods for which they may have daily responsibility. For example, the drivers of the garbage packers are assigned to plow routes that coincide with the collection routes in which they are working on a regular weekly basis.

Ideally, each operator should return to the same truck and route for each snow plowing operation, barring his absence or the breakdown of the vehicle. This gives the driver an opportunity to become familiar with his

J. Cleanup Operations

Following a major snow plowing operation, cleanup plowing continues on an as needed basis with a reduced complement of equipment. This cleanup operation addresses such things as the alternate side of residential streets where parking had been legal during the initial plowing effort, snow islands (mounds of snow left behind after cars which were plowed around have been dug out and moved), touch up work to left and right turn lanes, boulevard crossovers and wind-rows at intersection corners.

The amount of equipment used for this operation and its duration varies depending on the severity of the storm and the amount of cleanup effort that will be needed. Typically, the salt trucks, contract private equipment, and special equipment continue to work on cleanup after a general plowing is completed. Garbage and recycling trucks and other city equipment are not used for cleanup operations so that Sanitation's and DPW's regular daily work can be resumed.

In areas with high density on street overnight parking, it may be necessary to use more equipment over a longer period of time in order to achieve results similar to where there is little on-street overnight parking. Cleanup operations continue until a satisfactory result is achieved.

K. Contract Equipment

The Department of Public Works uses 69 pieces of contract snowplowing equipment. This complement consists of 19 endloaders and 50 heavy plow trucks with plow hitches, blades, and the hydraulic package necessary to operate the blade. Contracts are awarded on a bid basis through the DPW General Office.

Contract equipment must report to its assigned Sanitation district within three hours of notification. The contracts also specify 24-hour a day operation. The combination of the 90 salt trucks with two shifts of drivers and the 50 contract plows gives Sanitation the capability of running at least 140 pieces of equipment 24 hours a day. Contract trucks are usually paired with a city vehicle for radio communication and route familiarity reasons.

In return for making the equipment and operators available on a three hour notice basis, contractors are paid a "standby rate" predetermined by bid, i.e., so many dollars per month. This not only assures them an income for the winters where there is below average snowfall, but also helps to amortize snow plowing equipment.

A pilot program to test the feasibility of two side parking was instituted on the east side of Milwaukee near the University of Wisconsin-Milwaukee in 1989. Parking limited to one side of the street in this neighborhood was insufficient to accommodate parking demand created by the combination of a high population density and the University.

Residential streets in the area wide enough to support two side parking are posted on one side with "NO PARKING AFTER FOUR INCHES OF SNOWFALL" signs. Once the snowfall accumulation has been cleared parking is again permissible on the posted side.

Although the "four inch" parking is intended to improve parking conditions in this area, illegally parked cars hinder plowing and cleanup operations during harsh winters.

N. Sidewalk Snow Plowing

According to ordinance, property owners are responsible for clearing ice or snow from walks intersection corners or crossing abutting their property within twenty-four (24) hours after the cessation of the snowfall. This includes the crosswalk area for those residents with corner lots or those which might contain a mid-block crosswalk. This will be enforced through E.S. Inspectors. The city is responsible for alley crossovers and other areas identified as belonging to the city. However, E.S. plows crosswalks, alley openings, and the public sidewalks on some city and private properties after a plowing operation. Sidewalks are plowed by mechanical equipment.

Because the same F.S. operators who drive the street snow equipment drive the sidewalk equipment, sidewalk clearing begins the day after a General Plowing is completed. The city has 35 pieces of sidewalk equipment. This complement is sometimes augmented by private equipment hired with service orders. A sidewalk clearing operation usually takes three days to complete.

The city has a sidewalk hardship exception policy for elderly or handicapped individuals for the removal of snow and ice from their public sidewalks. To be eligible for this service, residents must certify that they and all other occupants in their house are senior citizens or handicapped and are physically unable to shovel the sidewalk. They also have to certify that they were unable to obtain the services of any other individual. An application, which is obtained by calling Sanitation, must be returned to the division with a doctor's certificate acknowledging the physical disability. A medical certification is not required from senior citizens. The

Snow removal crews generally consist of a Sno-Go (a large mechanized tractor-mounted snow blower), an endloader, and enough dump trucks to support each crew's loading operation. The dump trucks haul the snow to the city snow dump.

E.S. conducts street widening operations when snow removal is not necessary. Blocks are posed in advance with temporary "NO PARKING THIS SIDE" sign posts that are hammered into the snow banks. Endloaders then widen the streets and pile the snow where ever possible.

C. Mail Boxes

The Postal Service will not deliver mail to curbside rural-type mail boxes if the mail carrier has to step from his/her vehicle to reach the mail box, even if the resident has shoveled the box out. Sanitation uses endloaders and/or Sno-Gos to "shave" snow banks back around mail boxes to ensure mail delivery.

D. Snow Dump

The Sanitation Section operates one primary site near Lake Michigan where both private contractors and city forces can dump snow from removal operations. In addition, the section has worked with the Redevelopment Authority and the Department of City Development to identify "temporary dump sites" on vacant city-owned property should there be an extreme emergency and a need for additional dumping locations.

VI. Miscellaneous Responsibilities

A. Sandboxes

Sanitation places and maintains about 500 sandboxes throughout the City. A small amount of salt is mixed with the sand to prevent it from freezing inside the boxes. Sandboxes are placed at hills, school crossings, crosswalks, underpasses, or busy intersections. Crossing guards, pedestrians, motorist, or police patrols use the sand to provide temporary traction until slippery conditions are addressed during a snow and ice control operation.

B. Snow Fencing



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Sanitation Division**

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Why doesn't the City of Milwaukee Plow Alleys?

Municipalities have wide latitude in determining service levels for snow and ice control. Some cities, like Milwaukee, plow all streets as soon as possible by plowing around the clock. Other cities, like Minneapolis, plow all streets over a period of several days. And some cities, such as Detroit, do not plow residential streets at all. In addition to mechanical snow removal service levels, there are many variations in snow and ice control policy ranging from "bare pavement" policies similar to Milwaukee's, to "safe winter driving" policies on snow or ice covered residential streets that have been treated with abrasives like Madison's. In addition, some municipalities plow all public sidewalks and some, like West Allis, plow alleys. Most do not. The City of Milwaukee does not plow alleys for a number of reasons:

- **Personnel and Equipment Availability:** The City cannot plow alleys in a timely fashion. All solid waste and recycling collections are suspended for a plowing operation. All City drivers, operators, and equipment are used. City forces are also augmented by private contract equipment to clear over 1,400 miles of streets. After a plowing is completed, Sanitation crews resume collection operations, cleanup plowing continues, and all equipment operators are assigned to a sidewalk clearing operation that may last three days. About half the bus stops in the City are also cleared, primarily at night. Plowing alleys with City forces would further delay solid waste and recycling collections and require the purchase of additional smaller equipment suitable for alley plowing.
- **Cost:** The City's annual snow and ice control budget is currently about \$6.2 million. This includes snow and ice control on all streets and limited sidewalk and bus stop clearing operations after plowing operations. There are over 4,000 alleys in the City of Milwaukee, totaling about 420 miles of pavement. The cost of plowing alleys would be substantial. The City would also be liable for personal injuries and property damage caused by plowing and the costs of claim investigation and defense.

Snow Emergency Protocol

City of Milwaukee
Department of Public Works
Parking Enforcement

Revised:
30 November 2005
Revision No.9

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I. Snow Emergency Notification Requirements

- A. Winter Parking Regulations are in effect from December 1st to March 1st.
- B. Restricted Snow Parking Zones include streets designated as:
1. Snow Tow Zones
 2. 4-inch Snow Parking Restrictions
 3. Winter Parking Regulations (posted and unposted).¹
- C. If the Commissioner of Public Works declares a **Snow Emergency**, or if the **four inch rule** is in effect:
1. Environmental Services Division will contact the Tow Desk at **286-8346**. Environmental Services will provide the similar notification when the snow emergency expires.
 2. The Tow Desk will contact:
 - a) Police Department Communications Division-Supervisor (935-7470)
 - b) Parking Enforcement Manager or Assistant Manager
 - c) City Tow Lot Manager or Assistant Manager
 - d) Towing Contractor
- D. The Police Department Communications Division will be responsible for transmitting the information to the Police Districts:
1. DPW will release snow emergency parking restrictions and off-street parking availability. This includes:
 - a) List of City-owned parking lots
 - b) MPS playgrounds designated for night parking during a snow emergency. DPW will contact MPS when a snow emergency is declared to coordinate lot plowing operations.

¹ DPW reviews this list annually and make recommendations for streets to be designated or undesignated for snow parking regulations.

II. Parking Enforcement Priorities during a Declared Snow Emergency

A. **Snow Tow-Away Zones:** Parking Checkers will begin ticketing in snow tow zones when a snow emergency is declared:

1. Towing of vehicles parked in snow tow zones will begin at 11 p.m.
2. Vehicles ticketed prior to 11 p.m. on the previous day of the snow emergency and those vehicles still on the street at 11 p.m. will be ticketed and towed.
3. Ticketing of vehicles parked in snow tow zones will continue throughout the snow emergency.
4. Vehicles will be towed if the citation was issued between 11 p.m. - 6 a.m.

B. **Arterial Streets, Bus Routes and Through Highways:**

1. Any vehicle parked on an arterial street, bus route and through highway between 11 p.m. and 6 a.m. will be ticketed and towed.
2. Vehicles that are snowbound and show evidence that they have not moved in 24 hours will be ticketed and towed.²

II. Residential Streets:

A. Residential streets with posted winter parking regulations will receive priority treatment. Vehicles that are *snowbound* and show evidence that they have not been moved 24 hours after the declaration of the snow emergency, will be ticketed and towed.

NOTE -- THROUGHOUT THE SNOW EMERGENCY, PARKING ENFORCEMENT WILL CONTINUE TO RESPOND AND TOW VEHICLES THAT ARE BLOCKING DRIVEWAYS, ALLEYS OR GARAGES.

² A vehicle will be defined as snowbound when the front and rear wheel wells are impacted with snow such that a Parking Checker or Police Officer can reasonably conclude that the vehicle has not been moved within 24 hours of the snowfall or 24 hours since the street was plowed

III. POST SNOW EMERGENCY: CLEAN-UP OPERATIONS

The Commissioner of Public Works may declare a post snow emergency clean up whereby the Environmental Services Division will identify streets for, snow removal and notify Parking Enforcement.

- A. Streets designated for clean up will be posted "Tow-Away Temporary No Parking" by the Environmental Services Division.³
- B. Vehicles parked on streets, without marked time restrictions will be ticketed and towed 24 hours after posting.
- C. Vehicles parked on any arterial, bus route and through highway will be ticketed and towed beginning at 11 p.m.
- D. Residential Streets: Vehicles that are *snowbound* and deemed to be illegally parked will be ticketed and towed.
- E. The Commissioner of Public Works may determine, at any time, to contract with other towing operators to assist in the removal of abandoned or illegally parked vehicles during a snow emergency or post snow emergency clean up period.
- F. During snow emergencies, Parking Officers will not be available to provide school crossing assistance.

IV. SNOW PROTOCOL FOR STOLEN AUTOS:

- A. Stolen autos parked in snow tow zones will be towed immediately.
- B. Parking Checkers will contact Police Communications at 933-4444 to report that the stolen vehicle will be towed immediately to the City Tow Lot. Police Communications will send a police squad to the City Tow Lot.
- C. Parking Checkers must indicate on the Tow Authorization Report (PT-27) that the vehicle is stolen.

³ Environmental Services will notify the Parking Enforcement Manager, prior to posting snow tow away signage

V. AUXILIARY TOW LOT OPERATIONS

When the Milwaukee Tow Lot is full, the Duty Manager informs the Tow Lot Manager and Assistant Manager. The Tow Lot Manager requests authorization from the Commissioner of the Department of Public Works to open the auxiliary Tow Lot.

Upon approval:

- A. The Tow Manager informs the Parking Enforcement Manager, Tow Desk and MPD Communications that the Tow Lot will reroute selected vehicles.
 - B. The Duty Manager orders the auxiliary lot be prepared for use.
 - C. The Duty Manager notifies the Environmental Services Division Snow Desk to plow the lot, entrances, exits and streets leading to the lot.
 - D. The City Tow Lot Manager/Assistant notifies the Security Company to provide security guard service to the lot.
 - E. The Tow Lot Duty Manager opens the lot and prepares the facility to receive vehicles.
 - F. The Tow Manager on-site verifies that the lot is plowed and the trailer is prepared, he/she notifies the City Tow Lot Manager to provide emergency staffing.
 - G. The City Tow Lot Manager notifies the Tow Desk/towing contractor that the lot is open and ready to receive vehicles.
 - H. DPW notifies the media that the Auxiliary Snow Tow Lot is open and operating, and provides instructions for citizens how to reclaim their vehicles.
 - I. Keys to the gate padlock and trailer at the Auxiliary Tow Lot are distributed as follows:
 - a) 1 set DPW Parking Enforcement Manager
 - b) 2 sets City Tow Lot Manager
 - c) 1 set Assistant Tow Lot Manager
 - d) 1 set Environmental Services, Snow Coordinator
 - e) 1 set Fleet Operations, Dispatch
 - f) 1 set DPW Vehicle Salvage Supervisor
 - J. After Lot H has been secured and deemed operational, the Lot Manager or Assistant will direct the Towing Contractor to begin towing vehicles to Lot H. The Tow Desk, Parking Enforcement Manager and media will be notified.
- H. Lot H Staffing
- a) A minimum of two (2) Tow Lot Attendants will be assigned from 8:00 a.m. to 6:00 p.m. Intake personnel will be scheduled as necessary.
 - b) Security will be provided on a 24 hour basis

K. Owner may retrieve vehicles stored at the H Lot by;

1. The customer will provide ownership and pay fees at the Tow Lot Facility located at 3811 West Lincoln Ave.
2. The customer is given a payment and release receipt and directed to claim their vehicle at the H-Lot.
3. Tow Lot Personnel assigned to the H-Lot will release the vehicle.

VI. Auxiliary Towing

If necessary, the City Tow Lot Manager notifies the abandoned vehicle tow contractor to assist the Tow Desk in the towing of illegally parked vehicles, and notifies the Tow Desk of the number of tow trucks which the abandoned vehicle tow contractor will have available for this purpose.

VII. When a Snow Emergency is declared:

A. Second Shift will be:

1. Held on for (4) hours of mandatory overtime
2. Assigned into three teams
3. One Parking Enforcement Officer will be held in reserve to respond to North Side complaints
4. One Parking Enforcement Officer will be held in reserve to respond to South Side complaints
5. Responsible for reporting progress to the Lead or Supervisor at 11 P.M.

B. The same street assignments will be used on weekends as weekdays

C. The number of Parking Enforcement Officers on a team will depend on staffing levels.

D. All employees will work co-operatively to ticket and tow the vehicles on one street in an orderly manner

1. When a street is complete, the team will proceed to the next street on the list
2. The Team Leader will notify the Lead Parking Checker or Supervisor when a street or section has been completed

E. Third Shift

1. Will be assigned to work with one of the existing teams
2. Will work cooperatively with the existing team

F. Parking Enforcement Supervisors will be responsible for the verifying that all vehicles within the section available for towing have been addressed.

VII Snow Tow Routes Assignment One

Team A		Team B		Team C	
N	Farwell	N	Prospect	W	Wells
E	Brady	N	Maryland	W	State
N	Van Buren	N	Downer	N	27th
N	Oakland	E	Bradford	N	20th
E	Park Place	E	Lafayette	W	Center
N	Humboldt			W	Burleigh
				W	Windlake

SNOW EMERGENCY PROTOCOL
PARKING ENFORCEMENT SECTION
CITY OF MILWAUKEE

VIII. WINTER REGULATION STREETS: ASSIGNMENT TWO

Team A	Team B	Team C
South of North Avenue and North of Police Districts 2 and 6.	North of North Avenue	Police Districts 2 and 6
<i>MLK to Lakefront North to Baseline</i>	<i>North of North Freeway to Lakefront</i>	<i>16th Street to Lake- front to Lincoln</i>
N 2 nd	N 7th	S 1st
N 7 th	N 7th	S 2nd
E Brady	E Burleigh	S 5th
N Broadway	W Burleigh	S 6th
W Brown	W Capitol	S 7th
W Cherry	E Center	S 11th
E Chicago	W Center	S 13th
E Clyboun	N Downer	S 16th
W Clyboun	E Edgewood	S Alexander
E Erie	W Fiebrantz	W Barclay
N Harbor	E Hampton	S Bay
N Holton	W Hampton	E Becher
N Jackson	E Hartford	W Becher
N Jefferson	N Holton	W Bruce
E Juneau	E Keefe	W Canal
W Juneau	W Keefe	S Cesar Chavez
E Kilbourn	E Kenwood	S Chase
W Kilbourn	N Lake	N Ember
E Mason	E Locust	S Ember
W McKinley	W Locust	E Florida
E Menomonee	N M L King	W Florida
N Milwaukee	N Maryland	W Forest Home
N ML King	E Meinecke	W Greenfield
E Ogden	E North	S Kinnickinnic
N Old World Third	W North	W Lapham
N Plankinton	N Port Washington	W Lincoln
E Pleasant	N Richards	E Lincoln
W Pleasant	E Vienna	S Lincoln Memorial
E Polk		W Maple
E St. Paul		W Mineral
W St. Paul		W Mitchell
E State		E National
W State		W National
N Van Buren		W Nicholas
N Water		E Pittsburgh
E Wells		W Pittsburgh
W Wells		W Virginia
E Wisconsin		W Washington
W Wisconsin		S Water

SNOW EMERGENCY PROTOCOL
PARKING ENFORCEMENT SECTION
CITY OF MILWAUKEE

IX. Assignment Three

Team A	Team B	Team C
South of North and north of police 2 and 6	North of North	Police districts 2 and 6.
<i>MLK to 27th South of North</i>	<i>Freeway to Sherman North of North</i>	<i>Lincoln to Morgan 16th to Lakefront</i>
N 4th	N 8th	S 1st
N 6th	N 12th	S 3rd
N 7th	N 27th	S 6th
N 8th	N 31st	S 11th
N 9th	N 32nd	S 13th
N 11th	N 34th	S 16th
N 12th	N 35th	E Bay
N 13th	N 37th	S Bay
N 16th	N 43rd	S Chase
N 17th	W Atkinson	S Clement
N 20th	W Burleigh	W Cleveland
N 25th	W Cameron	S Delaware
N 27th	W Capitol	W Forest Home
W Brown	W Center	W Holt
W Cherry	W Congress	S Howell
W Clybourn	W Fairmount	S Kinnickinnic
W Fond du Lac	N Green Bay	W Lincoln
W Greves	W Hampton	E Lincoln
N Halyard	W Hope	S Lincoln Memorial
W Highland	N Hopkins	E Morgan
N James Lovell	W Hopkins	W Morgan
W Juneau	W Keefe	E Oklahoma
W Kilbourn	W Locust	W Oklahoma
N M L King	W North	S Pine
W McKinley	W Roosevelt	E Russell
W Michigan	N Sherman	S Superior
W North	W Silver Spring	W Windlake
N Renee	N Teutonia	
W State	W Townsend	
W Tory Hill	W Villard	
W Vliet		
W Walnut		
W Wells		
W Winnebago		
W Wisconsin		

SNOW EMERGENCY PROTOCOL
PARKING ENFORCEMENT SECTION
CITY OF MILWAUKEE

X. Assignment Four

Team A	Team B	Team C
South of North and north of police districts 2 and 6	North of North Avenue	Police districts 2 and 6.
<i>27th to the West Border South Border to North</i>	<i>North of North, South of Silver Spring West of Sherman</i>	<i>16th to the West Border South to Mitchell</i>
N 27th	N 51st	W Bow
N 35th	N 60th	S Cesar Chavez
N 37th	N 64th	S Muskego
N 39th	N 68th	S 21st
N 40th	N 76th	S Layton Blvd
N 41st	N 84th	S 35th
N 44th	N 91st	S 43rd
N 45th	N 92nd	W Reynolds
N 46th	N 100th	W National
N 60th	N 107th	W Greenfield
N 68th	N 124th	W Mitchell
S 68th	W Appleton	
N 70th	W Burleigh	
S 70th	E Capitol	
N 76th	W Capitol	
S 76th	W Center	
N 92nd	W Congress	
S 92nd	W Custer	
N Alois	W Fond du Lac	
W Bluemound	W Grantosa	
W Brown	W Hampton	
W Canal	W Hope	
W Clybourn	W Keefe	
N Glenview	W Lisbon	
W Greves	W Locust	
N Hawley	N Lover's Lane	
S Hawley	W Maxwell	
W Juneau	N Menomonee River	
W Kearney	W North	
W Lisbon	W Roosevelt	
W Lloyd	W Sheridan	
W Main	N Sherman	
N Mayfair	W Silver Spring	
W Michigan	N Swan	
W Mt. Vernon	W Townsend	
W North	W Villard	
W O'Connor		
W Schlinger		
N Sherman		
W State		
W Stevenson		
W Vliet		
W Washington Blvd		
W Wells		
W Wisconsin		

SNOW EMERGENCY PROTOCOL
 PARKING ENFORCEMENT SECTION
 CITY OF MILWAUKEE

XI. Assignment Five

Team A	Team B	Team C
South of North North of Police	North of North Rest of North	Police Districts 2 and 6 Rest of South
	N 35th	S 6th
	N 37th	S 13th
	N 43rd	S 20th
	N 51st	S 27th
	N 60th	S 35th
	N 76th	S 43rd
	N 84th	S 51st
	N 85th	S 60th
	N 86th	S 76th
	N 87th	S 80th
	N 91st	S 84th
	N 99th	S 92nd
	N 107th	W Becher
	N 124th	W Beloit
	W Bobolink	E Bolivar
	W Bradley	W Bolivar
	W Brown	S Brust
	N Burbank	W Burnham
	W Calumet	S Clement
	W Carmen	W Cleveland
	W County	W Cold Spring
	W Denver	E College
	W Everts	W College
	W Flagg	E Edgerton
	W Florist	W Forest Home
	W Good	W Grange
	N Granville	E Howard
	N Green	W Howard
	W Green	W Howard
	N Industrial	S Howell
	N Lover's	W Lakefield
	W Mill	E Layton
	N Sherman	W Layton
	W Silver	W Lincoln
	N Teutonia	W Loomis
	W Woolwor	W Mitchell
		E Morgan
		W Morgan
		W Morgan
		S Muskego
		W Oklahoma
		S Pine
		E Ramsey
		E Warnimont
		S Whitnall
		W Wilbur
		W Windlake

SNOW EMERGENCY PROTOCOL
 PARKING ENFORCEMENT SECTION
 CITY OF MILWAUKEE

XII. Assignment Six Four Inch Rule

Team A	Team B	Team C
South of North	North of North Avenue East of River	North of North Ave. West of River
N Booth	N Bartlett	N Arlington
N Bremen	N Cramer	N Astor
E Chambers	N Farwell	N Bartlett
N Dousman	N Frederick	N Booth
N Fratney	N Hackett	N Cambridge
N Gordon Place	N Lake	N Cass
E Randolph Court	N Marietta	N Franklin
N Weil	N Murray	E Hamilton
	N Newhall	N Jackson
	N Prospect	N Jefferson
	N Shepard	E Juneau
	N Stowell	E Kane
	N Summit	E Kenilworth
	N Terrace	E Kewaunee
	E Thomas	E Lafayette
	N Wahl	E Land
		N Marshall
		E Pleasant
		N Stowell
		N Summit
		N Warren
		N Waverly
		E Windsor
		E Woodstock

XIII. 2005 Winter Regulation Streets, No Parking 2AM until 6AM December 1 – March 1

SNOW EMERGENCY PROTOCOL
PARKING ENFORCEMENT SECTION
CITY OF MILWAUKEE

100 - 2599	S.	1st St.	100 - 699	N.	44th St.
500 - 799	N.	2nd St.	100 - 699	S.	44th St.
100 - 1799	S.	2nd St.	600 - 699	N.	45th St.
700 - 3099	N.	3rd St.	2200 - 2299	N.	46th St.
3200 - 3399	S.	3rd St.	2420 - 3099	N.	51st St.
500 - 1699	N.	4th St.	3100 - 5599	N.	51st Bd.
500 - 1099	S.	5th St.	7200 - 7599	N.	51st St.
100 - 1999	N.	6th St.	2700 - 3399	S.	51st St.
100 - 6299	S.	6th St.	1700 - 3099	N.	55th St.
2200 - 2899	N.	7th St.	1400 - 7999	N.	60th St.
3500 - 3699	N.	7th St.	2600 - 4299	S.	60th St.
4000 - 4099	N.	7th St.	5200 - 6399	N.	64th St.
1700 - 1799	S.	7th St.	100 - 299	N.	68th St.
2200 - 2899	N.	8th St.	2700 - 3099	N.	68th St.
3600 - 3699	N.	8th St.	4000 - 5399	N.	68th St.
700 - 999	N.	9th St.	5600 - 5999	N.	68th St.
600 - 999	N.	11th St.	100 - 399	S.	68th St.
600 - 2099	S.	11th St.	2500 - 3999	S.	68th St.
700 - 2299	N.	12th St.	100 - 399	N.	70th St.
100 - 399	N.	13th St.	100 - 699	S.	70th St.
2200 - 6299	S.	13th St.	100 - 399	N.	76th St.
100 - 899	N.	16th St.	2700 - 8799	N.	76th St.
100 - 2499	S.	16th St.	100 - 699	S.	76th St.
500 - 2099	N.	17th St.	3100 - 4099	S.	76th St.
800 - 1599	N.	20th St.	3100 - 3899	S.	80th St.
2650 - 6699	S.	20th St.	2700 - 4799	N.	84th St.
100 - 399	N.	25th St.	4900 - 5299	N.	84th St.
100 - 1599	N.	27th St.	6000 - 6799	N.	84th St.
4000 - 4639	N.	27th St.	600 - 699	S.	84th St.
5200 - 5599	N.	27th St.	3100 - 3899	S.	84th St.
100 - 499	S.	27th St.	8800 - 9199	N.	85th St.
2300 - 6299	S.	27th St.	6800 - 7199	N.	86th St.
4000 - 4199	N.	31th St.	8000 - 8599	N.	87th St.
4700 - 4999	N.	32nd St.	5000 - 9599	N.	91st St.
4000 - 4199	N.	34th St.	100 - 499	N.	92nd St.
100 - 4199	N.	35th St.	2700 - 4799	N.	92nd St.
5000 - 6199	N.	35th St.	100 - 499	S.	92nd St.
100 - 5599	S.	35th St.	3100 - 3199	S.	92nd St.
700 - 799	N.	37th St.	5800 - 5899	N.	94th St.
1000 - 1099	N.	37th St.	7200 - 7869	N.	99th St.
4700 - 5599	N.	37th St.	4000 - 4299	N.	100th St.
700 - 899	N.	39th St.	4800 - 5599	N.	107th St.
1400 - 1899	N.	40th St.	6100 - 9599	N.	107th St.
900 - 999	N.	41st St.	4800 - 5499	N.	124th St.
4300 - 5599	N.	43rd St.	6800 - 7899	N.	124th St.
6400 - 7599	N.	43rd St.	8800 - 9599	N.	124th St.
1400 - 1699	S.	43rd St.			
2300 - 3899	S.	43rd St.			

XIV. 2005 Winter Regulation Streets Part B No Parking from 2AM until 6AM Dec 1 thru March 1

SNOW EMERGENCY PROTOCOL
 PARKING ENFORCEMENT SECTION
 CITY OF MILWAUKEE

8400- 9199	W. Adler St.	2800- 4299	S. Clement Av.
500- 599	S. Alexander St.	600- 3199	W. Cleveland Av.
1100- 1399	N. Alois St.	4300- 7099	W. Cleveland Av.
5700- 10699	W. Appleton Av.	100- 699	E. Clybourn St.
600- 3199	W. Atkinson Av.	100- 599	W. Clybourn St.
200- 399	S. Barclay St.	1300- 2799	W. Clybourn St.
2100- 2699	S. Bay St.	5000- 5199	W. Cold Spring Rd.
100- 199	E. Becher St.	100- 1699	E. College Av.
100- 599	W. Becher St.	100- 2699	W. College Av.
2700- 3699	W. Becher St.	3500- 4699	W. Congress (south road)
9000- 9999	W. Beloit St.	4800- 9199	W. Congress St
3800- 10699	W. Bluemound Rd.	2600- 2699	W. Cornell St
10600- 11499	W. Bobolink Av.	6800- 12399	W. County Line Rd.
100- 799	E. Bolivar Av.	4300- 4399	W. Custer Av.
100- 599	W. Bolivar Av.	5100- 5999	W. Custer Av.
1300- 2699	W. Bolivar Av.	2500- 3099	S. Delaware Av.
1600- 1699	W. Bow St.	7600- 9099	W. Denver Av.
6800- 12399	W. Bradley Rd.	3100- 3499	N. Downer Av.
600- 699	E. Brady St.	1300- 3999	N. Dr MLK Dr.
100- 129	N. Broadway	200- 599	W. Edgerton Av.
400- 1199	N. Broadway	1900- 2999	E. Edgewood Av.
1400- 1499	N. Broadway	100- 249	N. Emmber La.
200- 1199	W. Brown St.	100- 199	S. Emmber La.
2700- 4099	W. Brown St.	200- 499	E. Erie St.
6800- 12399	W. Brown Deer Rd.	9400- 9899	W. Everts St.
900- 1799	W. Bruce St.	3500- 5099	W. Fairmount St
44 - 4699	S. Brust Av.	500- 699	W. Fiebrantz Av.
8400- 8599	N. Burbank Av.	8800- 9399	W. Flagg Av.
100- 1099	E. Burleigh St.	100- 199	E. Florida St.
100- 1999	W. Burleigh St.	100- 499	W. Florida St.
3000- 9799	W. Burleigh St.	3100- 4399	W. Florist Av.
2700- 4199	W. Burnham St.	6000- 8999	W. Florist Av.
7600- 9399	W. Calumet Rd.	1300- 9099	W. Fond du Lac Av.
9900- 10699	W. Calumet Rd.	1300- 6799	W. Forest Home Av.
3200- 3499	W. Cameron St	100- 499	N. Glenview Av.
600- 2499	W. Canal St.	2700- 12399	W. Good Hope Rd.
3100- 3299	W. Canal St.	100- 2699	W. Grange Av.
100- 199	E. Capitol Dr.	6800- 9199	W. Grantosa Dr.
100- 10799	W. Capitol Dr.	10000- 10499	W. Grantosa Dr.
9400- 10999	W. Carmen Av.	8000- 8799	N. Granville Rd.
100- 1199	E. Center St.	4400- 5599	N. Green Bay Av.
100- 1999	W. Center St.	7700- 7899	N. Green Bay Av.
3000- 9899	W. Center St.	3400- 5999	W. Green Tree Rd.
200- 1699	S. Cesar Chavez Dri	7200- 8399	W. Green Tree Rd.
1400- 1499	W. Chambers St.	100- 4299	W. Greenfield Av.
2200- 3699	S. Chase Av.	2500- 2999	W. Greves St.
200- 299	W. Cherry St.		
1200- 1299	W. Cherry St.		
200- 799	E. Chicago St.		

SNOW EMERGENCY PROTOCOL
PARKING ENFORCEMENT SECTION
CITY OF MILWAUKEE

XV. 2005 Winter Regulation Streets Part C No Parking from 2AM until 6AM Dec 1 thru March 1

2000- 2199	N. Halyard St.	1400- 2499	S. Lincoln Memorial Dr.
100- 299	E. Hampton Av.	2400- 10099	W. Lisbon Av.
100- 599	W. Hampton Av.	4300- 5999	W. Lloyd St.
1700- 12399	W. Hampton Av.	100- 3099	E. Locust St.
200- 599	N. Harbor Dr.	100- 6099	W. Locust St.
1800- 2599	E. Hartford Av.	2700- 3299	W. Loomis Rd.
100- 1699	N. Hawley Rd.	4776- 5949	N. Lovers Lane Rd.
100- 699	S. Hawley Rd.	5800- 7599	W. Main St.
8700- 9099	W. Heather Av.	100- 199	W. Maple St.
300- 399	W. Highland Av.	1300- 3999	N. Martin Luther King Dr.
500- 2699	W. Highland Av.	2300- 2449	N. Maryland Av.
100- 599	W. Holt Av.	3100- 3499	N. Maryland Av.
1700- 3999	N. Holton St.	200- 599	E. Mason St.
2300- 3099	W. Hope Av	5300- 5399	W. Maxwell Pl
3500- 5299	W. Hope Av	100- 399	N. Mayfair Rd.
4400- 5399	N. Hopkins St.	100- 599	W. McKinley Av.
1600- 3099	W. Hopkins Av	600- 1099	E. Meinecke Av.
3400- 3499	W. Hopkins Av	400- 599	E. Menomonee St.
100- 1799	E. Howard Av.	2700- 3199	N. Menomonee Riv Pk
100- 3099	W. Howard Av.	100- 1099	E. Michigan St.
4000- 4299	W. Howard Av.	100- 999	W. Michigan St.
4500- 8399	W. Howard Av.	3500- 3599	W. Michigan St.
2300- 6299	S. Howell Av.	3000- 12399	W. Mill Rd.
6400- 7199	N. Industrial Rd.	200- 799	N. Milwaukee St.
120- 899	N. Jackson St.	1400- 1599	N. Milwaukee St.
2600- 3499	W. Jackson Park Ov.	500- 599	W. Mineral St.
500- 999	N. James Lovell St.	200- 4199	W. Mitchell St.
100- 399	N. Jefferson St.	100- 1199	E. Morgan Av.
500- 739	N. Jefferson St.	600- 4299	W. Morgan Av.
100- 399	E. Juneau Av.	5200- 9899	W. Morgan Av.
100- 699	W. Juneau Av.	6800- 6999	W. Mt Vernon Av.
4200- 4599	W. Juneau Av.	100- 399	E. National Av.
6800- 8399	W. Kearney St.	100- 3899	W. National Av.
100- 1099	E. Keefe Av.	500- 599	W. Nicholas St.
100- 1999	W. Keefe Av.	100- 3099	E. North Av.
4300- 5999	W. Keefe Av	100- 5999	W. North Av.
6000- 6699	W. Keefe Pkwy	6800- 8399	W. O' Connor St.
2200- 3099	E. Kenwood Bd.	300- 1299	E. Ogden Av.
100- 599	E. Kilbourn Av.	100- 2999	E. Oklahoma Av.
100- 599	W. Kilbourn Av.	100- 9899	W. Oklahoma Av.
200- 4999	S. Kinnickinnic Av.	700- 1299	N. Old World Third St
2300- 2399	N. Lake Dr.	1300- 2199	W. Olive St.
2800- 3499	W. Lakefield Dr.	3200- 3499	W. Pabst Av.
100- 599	W. Lapham Bd.	10700- 12399	W. Park Place
100- 1599	E. Layton Av	3400- 3599	W. Park Hill Av
500- 2299	S. Layton BD	3100- 3899	S. Pine Av.
100- 2699	W. Layton Av	4300- 4699	S. Pine Av.
100- 1399	E. Lincoln Av.	100- 349	E. Pittsburgh Av.
100- 5099	W. Lincoln Av.	100- 199	W. Pittsburgh Av.

XVI. 2005 Winter Regulation Streets Part D No Parking from 2AM until 6AM Dec 1 thru March 1

SNOW EMERGENCY PROTOCOL
 PARKING ENFORCEMENT SECTION
 CITY OF MILWAUKEE

100- 899	N	Plankinton Av.	1200- 7599	N	Teutonia
100- 499	E	Pleasant St.	1000- 1299	W.	Tory Hill
100- 299	W	Pleasant St.	2400- 5099	N	Townsend St
500- 699	E	Polk St.	400- 745	N	Van Buren
3400- 4099	N	Port Washington Av.	300- 499	E	Vienna
4100- 4699	N	Port Washington Bd.	800- 9099	W	Villard
700- 1299	N	Prospect Av.	100- 899	W.	Virginia
1300- 3799	W	Ramsey Av.	900- 5999	W	Vliet
900- 999	W.	Renee St.	300- 2399	W	Walnut
1700- 1899	W	Reynolds Pl.	200- 399	E.	Ward
3800- 4299	N	Richards St.	1200- 1599	E.	Warnimont
2200- 2699	W	Roosevelt Dr.	4700- 5999	W.	Washington
3500- 5999	W	Roosevelt Dr.	100- 1699	N	Water
1100- 1799	E.	Russell Av.	200- 1099	S.	Water
4700- 4799	N	Santa Monica Bd.	100- 699	E.	Wells
8400- 8899	W.	Schlinger Av.	100- 1699	W.	Wells
8000- 8399	W	Sheridan Av.	3300- 4399	S.	Whitnall
2100- 6399	N	Sherman Blvd.	7600- 9599	W	Wilbur
1000- 1399	W	Silver Spring Dr.	1500- 1999	W.	Windlake
1900- 2299	W	Silver Spring Dr.	700- 899	W	Winnebago
2600- 12399	W	Silver Spring Dr.	100- 999	E.	Wisconsin
100- 699	E	St. Paul	100- 5699	W.	Wisconsin
100- 2699	W.	St. Paul	8800- 9499	W.	Wisconsin
100- 399	E	State	4300- 5599	W	Woolworth
100- 1199	W	State	120- 149	N	Young
3500- 5999	W.	State			
4800- 4899	N	Swan			

SNOW EMERGENCY PROTOCOL
PARKING ENFORCEMENT SECTION
CITY OF MILWAUKEE

XVII. Snow Emergency, Off-street Parking on School Playgrounds

21ST STREET SCHOOL	2130 W CENTER
BELL MIDDLE SCHOOL	6506 W WARNIMONT
CASS STREET PLAYGROUND	1620 N CASS
CLARKE STREET SCHOOL	2816 W CLARKE
FRATNEY STREET SCHOOL	3255 N FRATNEY
FRITSCHER MIDDLE SCHOOL	2969 S HOWELL
GARDEN HOMES	4456 N TEUTONIA
HARTFORD AVENUE SCHOOL	2227 E HARTFORD
HUMBOLDT PARK SCHOOL	325 S ADAMS
LAFOLLETTE SCHOOL	3239 N 9TH STREET
LEE SCHOOL	921 W MEINECKE
LINCOLN AVE. SCHOOL	1817 W LINCOLN
LONGFELLOW SCHOOL	1021 S 21ST
MALCOLM X ACADEMY	2760 N 1ST
MARYLAND AVENUE SCHOOL	2418 N MARYLAND
MORGANDALE SCHOOL	3635 S 17TH
N 38TH STREET SCHOOL	2623 N 38TH
PIERCE STREET SCHOOL	2765 N FRATNEY
MILWAUKEE FRENCH IMMERSION SCHOOL	2360 N 52ND
TROWBRIDGE SCHOOL	1943 E TROWBRIDGE
WHEATLEY SCHOOL	2442 N 20TH
ZABLOCKI SCHOOL	1016 W OKLAHOMA