

City of Portland, Oregon

**BASIC EMERGENCY SERVICES PLAN**



Snow and Ice Response Plan  
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09/2003

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CITY OF PORTLAND

**SNOW AND ICE RESPONSE PLAN**

**I. PURPOSE**

The purpose of this plan is to establish and assign operational responsibilities and authorities for snow and ice response activities within the corporate city limits of Portland, OR to Bureaus and employees of the Portland municipal government.

**II. MISSION**

A. Snow and Ice Response Goals:

1. To reduce life-threatening and injury-producing conditions.
2. To reduce the interruption to the economic life of the City.

B. Snow and Ice Response Objectives:

1. To provide a street surface free enough of ice, snow or slush to allow reasonable vehicular control when operating under specific traffic regulations.
2. To discourage private vehicles, encourage mass transit.
3. To reduce accidents, bottlenecks; treat known hazard locations.
4. To improve emergency response; treat medical, fire, police routes.
5. To accommodate commerce; treat commercial/industrial routes.

**III. SITUATION**

The history, vulnerability, maximum threat, and probability of snow and ice in Portland, are discussed in the Basic Emergency Services Plan, Annex 8 Hazards Analysis, and are accepted as the basis for this plan.

**IV. LIMITS TO LEGAL LIABILITY**

- A. The City assumes no legal responsibility for the implementation of this plan. The adoption of this plan is optional under state law. The statutes provide that the City and its agents are not liable while complying or attempting to comply with the emergency statutory provisions or any rule promulgated under the statutes except in cases of willful misconduct, gross negligence, or bad faith.
- B. It is impossible to anticipate all of the variable factors in an emergency situation. This plan is a guide to approaching emergency situations. No provision in this plan is intended to be mandatory. This plan may be carried out in a flexible manner. This plan should not be interpreted as a guarantee that any specific task will be done in a specific order or that any specific task will be done at all. This plan represents an optimal approach to an emergency situation. It does not create a right to rely on the City, its employees, officers or agents to carry out the plan in any particular manner or at all.
- C. Property owners, citizens and visitors should not rely on this plan to assure the operation or availability of any public service. Persons should develop a back-up system where it is necessary to prevent property damage or a loss of life.
- D. Property owners should not rely on this plan to protect their property from damage or destruction. Property owners should develop their own plan for dealing with emergency situations.
- E. Any emergency situation will involve other units of government. Other units of government should not rely on this plan to be implemented.

**V. SCOPE OF PLAN**

- A. **Street System Priorities**  
Each governmental unit, the State of Oregon, Port of Portland, Multnomah, Clackamas, and Washington Counties, and the City of Portland, performs snow and ice response operations on those streets under their jurisdiction in accordance with their established priorities.

The priorities established by the City of Portland for the treatment of streets under its jurisdiction are as follows:

1. Pre identified Hazard areas and critical locations.
2. Primary routes: Arterials and major transit routes considered to be a minimum network that must be kept open to provide a transportation system connecting hospitals, Police and Fire stations, rescue unit locations, schools, if open, and major park-and-ride transit lots.
3. Secondary routes: Additional arterials with a high daily traffic count, and major collector streets completing a network that connects major residential areas and local commercial districts.
4. Neighborhood residential streets: Streets providing access to residential homes and businesses.

(A map illustrating the Snow and Ice Response Street Maintenance Network appears in Appendix A.)

B. Service Levels

1. Specific resources are dedicated to the treatment of known hazard areas.
2. Specific resources are dedicated to the treatment of established district routes.
3. Limited resources are dedicated to emergency response and requests for service.
4. Central Business District crosswalks, bridge walks, stairways, and other selected locations may be cleared of snow or ice accumulations, at the discretion of the Incident Commander as allowed by available labor and equipment.

C. Street Treatment

1. Treatment methods are limited to the following:
  - a. Anti-icing: To commence, at the discretion of the Incident Commander, whenever the early application of anti icing agents may effectively improve street conditions, or add to the effectiveness of sanding or plowing operations.

- b. Sanding: Sufficient to provide traction without waste of materials.
  - c. Plowing: To commence, at the discretion of the Incident Commander, whenever plowing effectively improves the street condition, or when sanding operations are no longer effective.
  - d. Snow Removal in Selected Areas: To commence at the discretion of the Incident Commander, when the size of the snow storage area restricts the use of the cleared traffic lane, or when accumulations create danger of drainage hazards.
2. Every reasonable effort is to be made to start the first treatment cycle on primary routes within one hour of the start of a storm and complete the cycle within three hours.

## **VI. CONCEPT OF OPERATIONS**

It is impossible to touch upon every situation which may arise. Therefore, supervisors (and bureaus) must strive to maintain a high level of cooperation with each other. When there are questions or there is a need for additional help, immediate contact should be made with the next in line of authority. Due to the rapidly changing conditions which may occur during a snow and ice incident, all supervisors are expected to be prepared for the possibility of such changes and to act appropriately.

### **A. Command and Control**

This plan uses the concepts of the Incident Command System. The extent of ICS structure to be used will be determined by the Incident Commander based on the situation as it develops. Organization charts are shown in Appendix B and the Call List is in Appendix C.

The Bureau Emergency Operations Center for command and control functions will normally start at Stanton Yard, 2929 N. Kerby Ave. If the storm develops into a Level II or III Incident (see Basic Public Works Plan, Annex 10) command and control will move to the City's Emergency Operations Center at 9911 SE Bush.

### **B. Authorities and Responsibilities**

#### **1. The Mayor**

The mayor has the authority and responsibility as outlined in the City Code 15.08 and may choose to appoint the Incident Commander. In the absence of a specific appointment of an Incident Commander, the provisions of this plan will become effective.



2. Office of Emergency Management

In the event of a state of emergency, the Office of Emergency Management provides for the notification, coordination, and assistance as defined in the City Code 15.12 and as otherwise is appropriate. The City Emergency Manager, or selected POEM staff, may elect to open the Emergency Operations Center and activate EOC staff, if conditions warrant.

3. Commissioner In Charge Of Transportation

The Commissioner in Charge of Transportation, working with the other Commissioners:

- a. Appropriates monies from the Emergency Fund, or elsewhere, as required to secure the protection of persons and property from snow and ice.
- b. Coordinates with other Commissioners for the assignment of personnel and equipment for snow and ice response operations.

4. Director of The Office of Transportation

The Director of the Office of Transportation or designee oversees the administration of this plan, coordinates with other offices and bureaus, provides such policy guidance as may be appropriate, and may appoint the Incident Commander.

5. Bureau of Maintenance

The Director of Maintenance, or designee, directs the plan implementation. The Director, or designee, normally acts as Incident Commander and plans, schedules, organizes and implements snow and ice response operations. The Director, or designee, acts as Operations Section Chief in the event that the Mayor or Director of Transportation appoints someone else as Incident Commander. The Bureau provides labor, equipment and materials as appropriate. The Bureau IC may elect to open the City EOC and activate EOC staff, if conditions warrant.

6. Bureau of Environmental Services

Management and staff of the Bureau may be asked to provide advice and counsel to the Incident Commander and may be called upon to provide the resources of the Bureau as necessary and appropriate.

**7. Bureau of Parks and Recreation**

Management and staff of the Bureau may be asked to provide advice and counsel to the Incident Commander and may be called upon to provide the resources of the Bureau as necessary and appropriate.

**8. Bureau of Water Works**

Management and staff of the Bureau may be asked to provide advice and counsel to the Incident Commander and may be called upon to provide the resources of the Bureau as necessary and appropriate.

**9. Bureau of Transportation Engineering and Development**

Management and staff of the Bureau may be asked to provide advice and counsel to the Incident Commander and will provide the resources of the Bureau as necessary and appropriate.

**10. Bureau of Transportation System Management**

Management and staff of the Bureau may be asked to provide advice and counsel to the Incident Commander and will provide the resources of the Bureau as necessary and appropriate.

**11. Bureau of Police**

Resources of the Bureau may be called upon for support in such street operations as unsnarling traffic, blocking off traffic where immediate hazards exist, and reporting dangerous areas to the Maintenance Bureau for treatment consideration. Additionally, the Police Bureau is expected to enforce appropriate traffic regulations and parking restrictions.

**12. Bureau of General Services**

Fleet Management is responsible for staffing repair facilities to keep equipment operable during Snow and Ice Response operations.

**13. Bureau of Fire, Rescue and Emergency Services**

Resources of the bureau may be called upon to support EOC activation and operation and other activities as necessary and appropriate.

## C. Phased Operation

Snow and ice response operations will normally be implemented in phases. The phase of operation will depend on the severity of conditions and shall not necessarily be implemented in numerical order. The Incident Commander has the authority to determine the priority of implementation of these phases.

### Phase 1

Frost on bridge decks and limited areas around the City; limited snow fall in spots; some ice forming at higher elevations.

Hazard areas and critical locations are treated by units assigned to the Anti-Icing Group and the Hazard Group.

### Phase 2

Snow falling over a wider area, sticking and beginning to accumulate at higher elevations. Wider spread areas of freezing.

The addition of Division assigned units to begin continuous route treatment in those divisions indicated by the Incident Commander.

### Phase 3

Snow or ice wide spread throughout the City.

Full Call-out of all assigned Division units to treat continuous routes in all districts.

### Phase 4

Significant accumulation of snow or ice.

Deployment of units and additional help as determined appropriate by the Incident Commander.

### Phase 5

Routes are clear and/or passable; and there are continued calls for service on non-route streets.

As the incident winds down, units assigned to routes and units of the Flying Group continue to respond to requests for special treatments. Units of the Hazard Group may also be involved.

## Phase 6

The incident is essentially over. (This may occur first at the lower elevations while Phase 5 operations continue at higher elevations.)

Diversion of regular street cleaning operations from routine activities to remove abrasive from all traffic ways affected by snow and ice response treatments.

All of the above described phases are within the scope of a Level I emergency response (generally within the management resource capability of a single bureau, some liaison involvement is assumed)

A Level II response requires significant resource commitment from other bureaus and build on this Basic Plan. Sheltering of the public, provision of emergency supplies and use of the City EOC are all likely at this response level.

A Level III response requires resources from outside of the city staff. Such resources may come from other units or levels of government, private sector sources, or from community volunteer organizations. This level of response may result in additional work activities or higher levels of work in progress.

### D. Barricading/Traffic Control/Snow Zone

The placement of barricades or other traffic control devices to close streets, or alter traffic flow shall be initiated whenever a street has been designated by the Incident Commander as being in a dangerous condition or as being unfit for travel due to hazardous accumulations of snow or ice.

The authority to designate streets for such control lies with the Traffic Engineer (Ref. City of Portland Code Section 16.10.200.N) and is delegated to the Incident Commander during operations conducted in accordance with this Plan.

The removal of barricades or other traffic control devices shall be initiated when hazardous conditions no longer exist.

The designation of certain streets as •Snow Zone• streets is allowed by OAR 734, Division 17 rules. The Incident Commander has the authority to implement the Snow Zone rules on behalf of the City in accordance with this Plan.

The Snow Zone streets and chain-up areas are shown in Appendix W.

## E. Geographical Organization

The City is divided into five geographical divisions for snow and ice response operations:

### Division No. 1, Central Business District

Bounded by the Willamette River on the East, N.W. Glisan on the North, I-405 on the West, and S.W. Caruthers on the South.

### Division No. 2, Northwest/Southwest

Bounded by the Willamette River on the East and the City limits on the West. (Except the area described as District 1.)

### Division No. 3, North/Northeast

Bounded by the Willamette River on the West, the Columbia River on the North, the Banfield Freeway on the South, and 82nd on the East.

### Division No. 4, Southeast

Bounded by the Banfield Freeway on the North, the Willamette River on the West, the City limits on the South and 82nd to the East.

### Division No. 5, Far East

Bounded by 82nd on the West, the Columbia River on the North, and the city limits on the East and South.

## F. Clean-up

The removal of abrasives from all traffic ways affected by ice and snow response treatments will normally commence as soon as is practicable following sanding operations.

The Street Cleaning Section will normally suspend routine operations until such time as accumulations of abrasives are removed.

## G. Levels of Preparedness

### Level A

Call out expected within 16 hours and we are ready to put crews on the street within one hour of their reporting. All trucks are parked in the Stanton Yard compound, sanders are hooked up, plows are mounted, chains are on and the fuel tank is full. The loaders are parked at the sand piles, fueled and ready. Barricade trucks are loaded, fueled and chained up. Anti-icing chemicals are mixed and ready, tank trucks fueled, chained and ready. Operator boxes, bags, and packages are ready in the office, keys ready. Crew alerted to weather conditions and the likelihood of a call out.

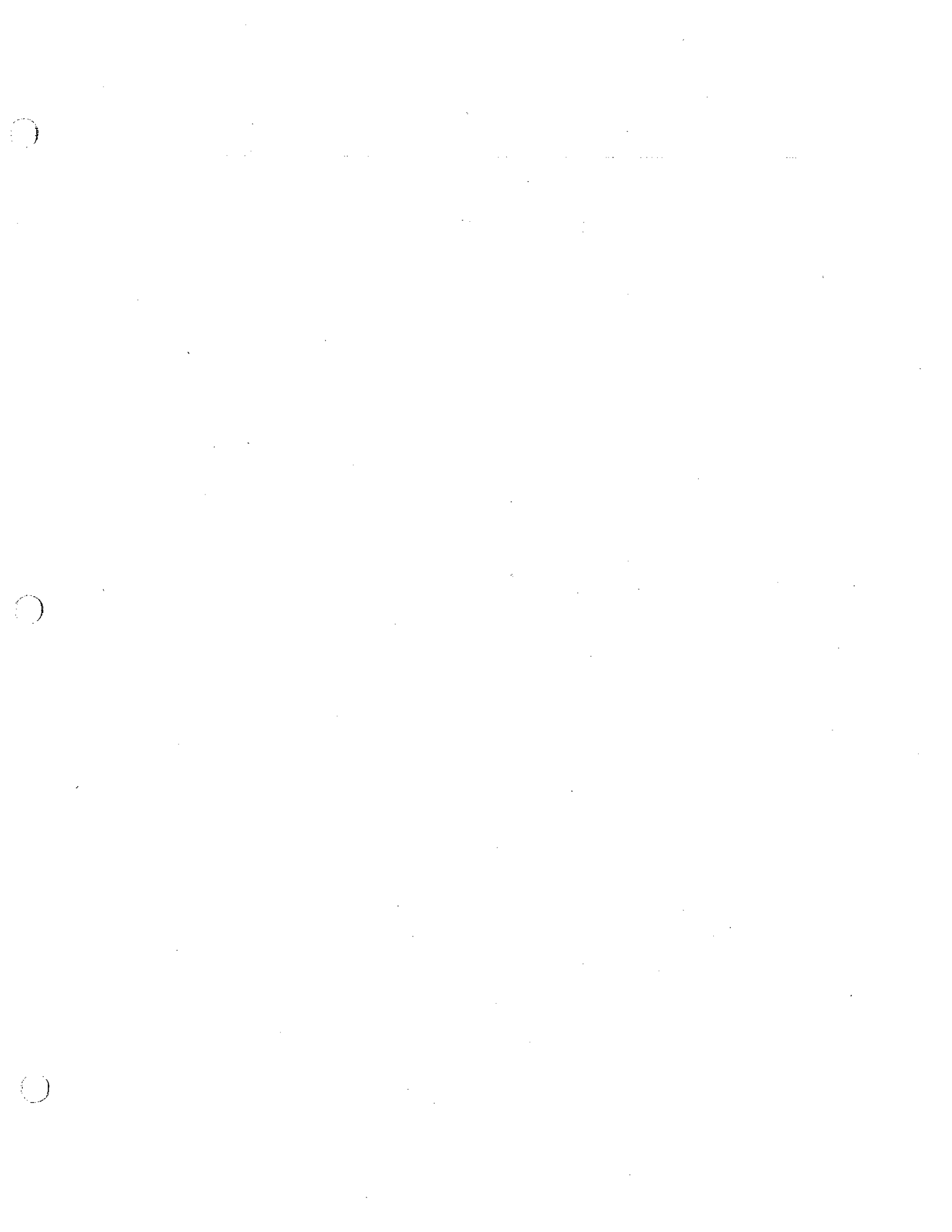
## Level B

Call out possible within 24 hours and we are ready to put crews on the street within two hours of their reporting. All trucks fueled with sand, plow and chains in one place in the Stanton Yard/Albina Yard complex.

Loaders are fueled, Located at the sand piles or on trailers at Stanton Yard ready to go. Anti-icing chemicals are on hand, tank trucks are fueled and ready. Barricade trucks are fueled, have chains and can be loaded in under one hour. Crew informed of weather conditions and the possibility of a call out.

## Level C

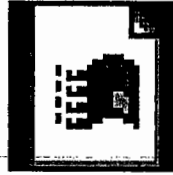
Call out not likely within the next 24 to 72 hours (this is the stand down condition during the winter season - November 1 through March 15). It would take about 3 hours to put crews on the street from the time they reported. All trucks are in routine use, chains repaired and in storage, sanders cleaned, lubed and stored, plows cleaned, repaired and stored. Loaders in routine use. Barricades and barricade trucks in routine use or stored. Anti-icing chemicals in storage, tanks cleaned and stored.



**APPENDIX A.**

**CITY MAP**





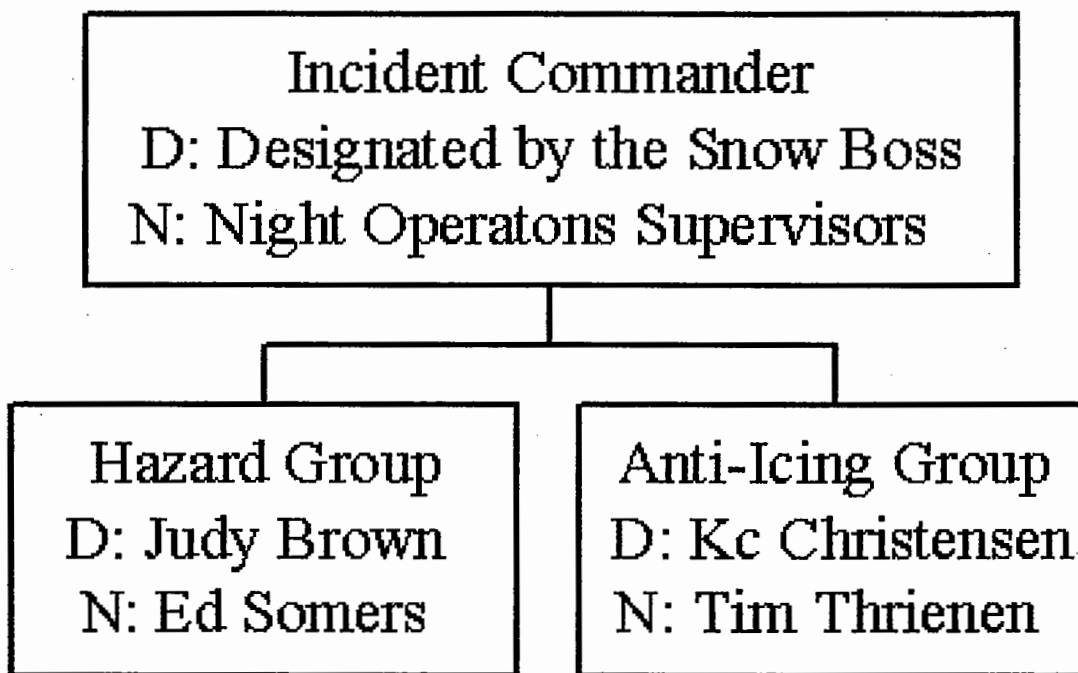
GIS\_Snow\_Ice\_Map.pdf

**APPENDIX B.**

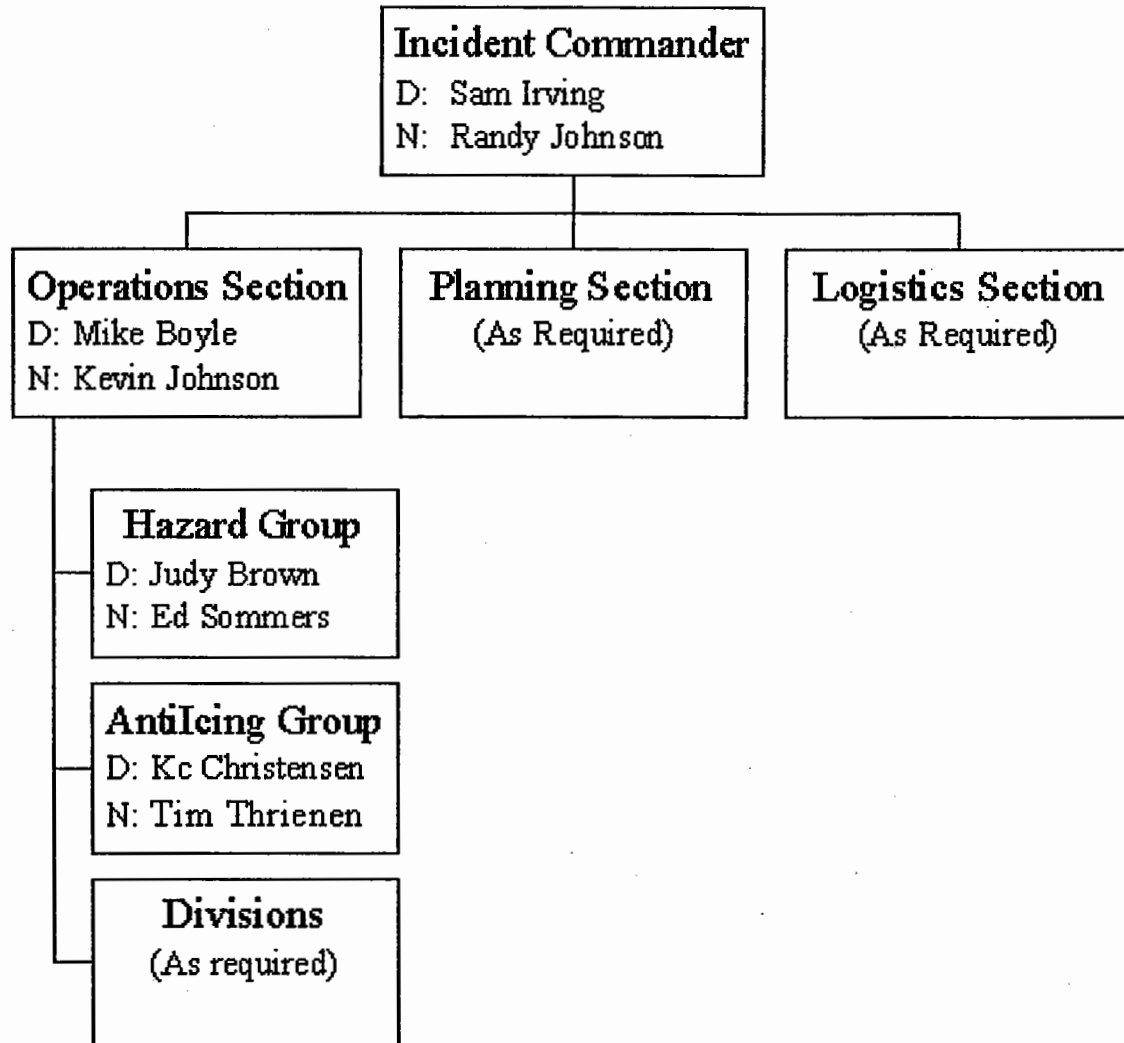
**ORGANIZATION CHARTS**

FY 2003-04

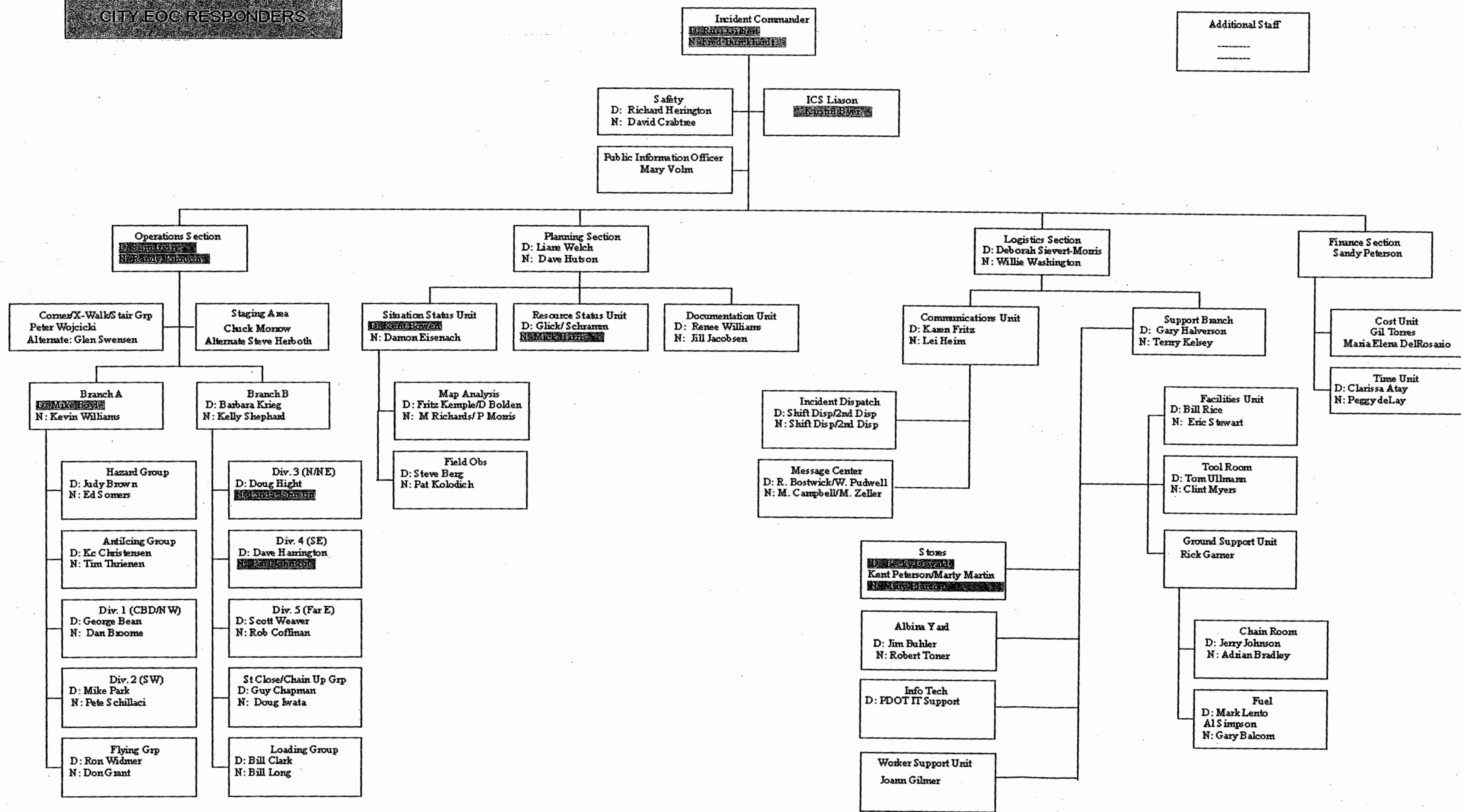
# Phase 1



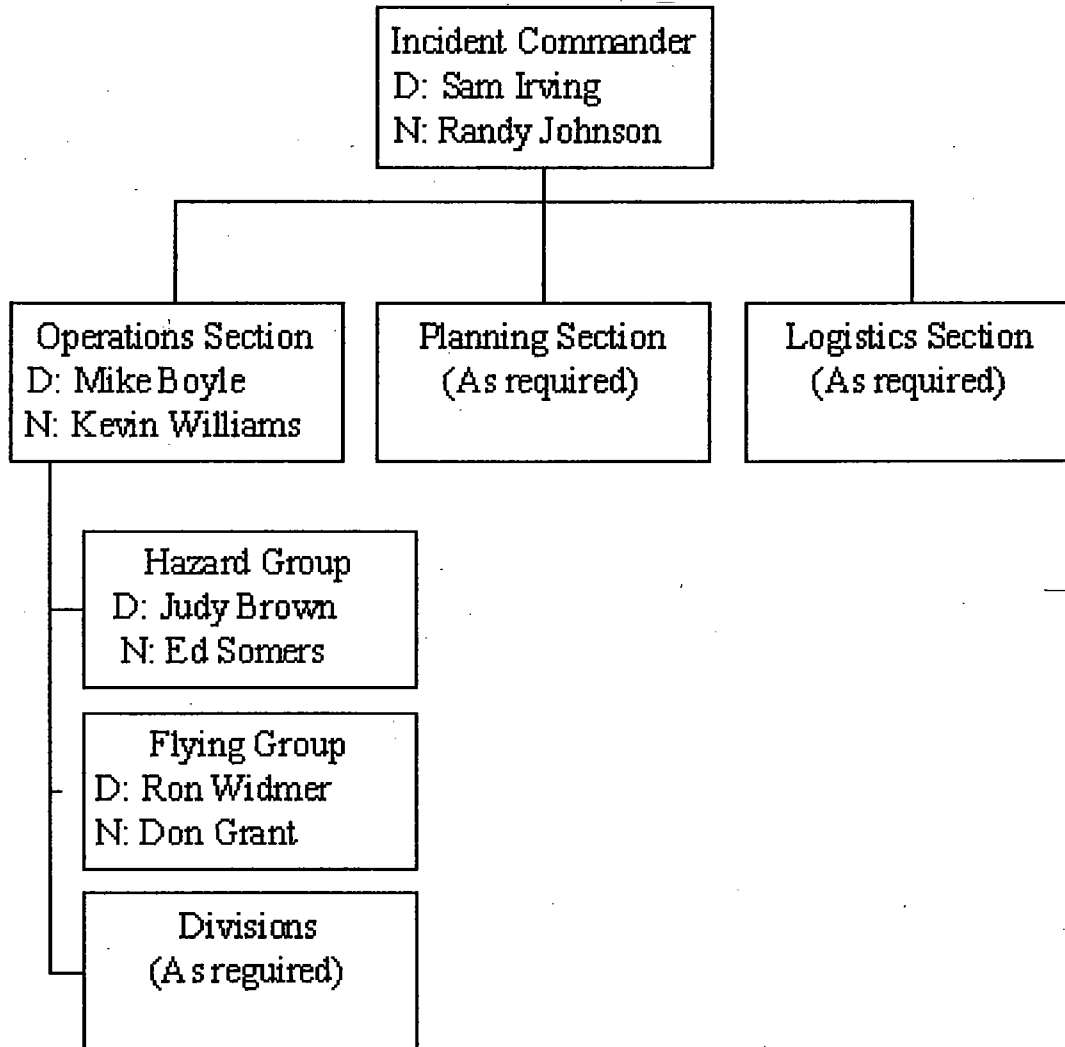
## Phase 2



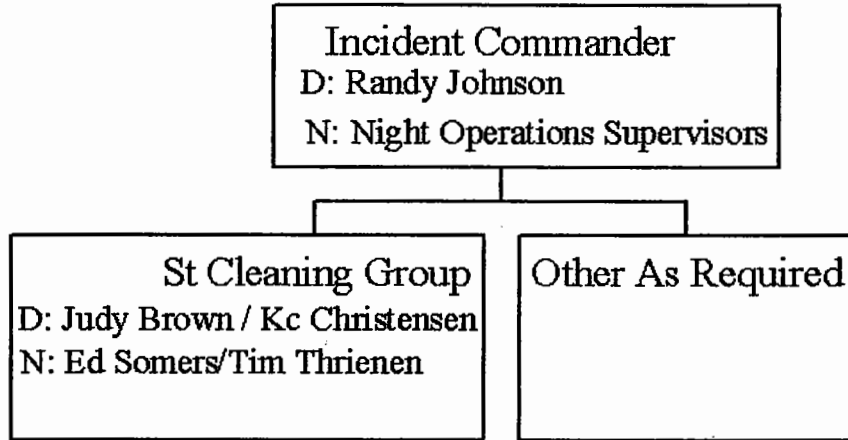
CITY EOC RESPONDERS



Phase 5



Phase 6



**APPENDIX C.**

**CALL LIST**

**FY 2003-04**



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## Call Out List

Dear Plan Recipient,

A Call Out List is not included. The call out list is for internal use and contains confidential employee information.

All agencies wishing to contact the Bureau of Maintenance should use our 24-hour, 7-day per week Radio Dispatch Number. The Radio Dispatcher will direct your call to the appropriate party.

Radio Dispatch Number

24/7 Staffing: 503 823-1700

Emergency Plan Coordination

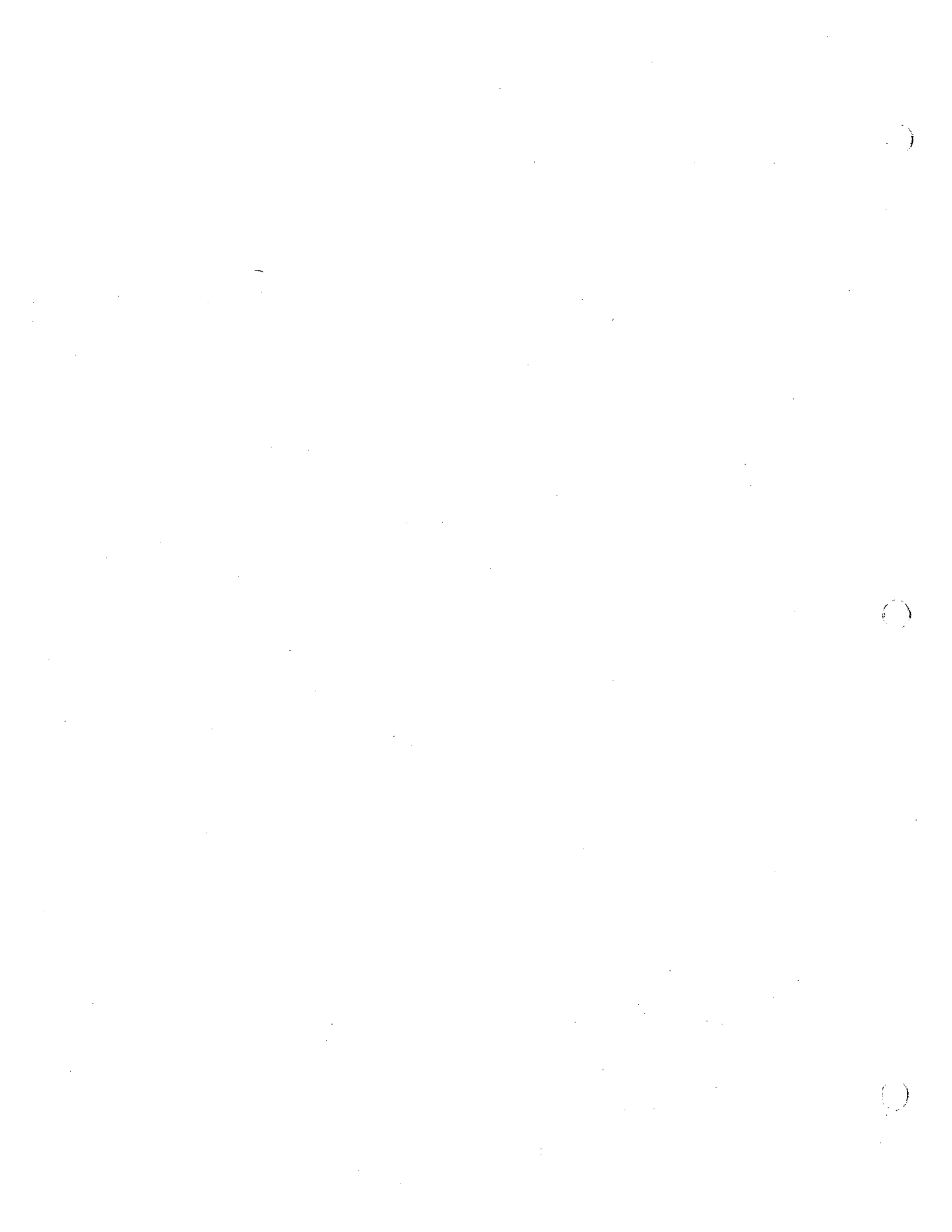
Kirstin Byer: 503 823-1727

Emergency Services Manager

Russ Gilbert: 503 823-1713

Sincerely,

Kirstin Byer on behalf of Emergency Services Manager Mr. Russ Gilbert  
Bureau of Maintenance



**APPENDIX D.**

**ANNUAL PREPAREDNESS**

## **ANNUAL PREPAREDNESS**

**Making sure that the Snow and Ice Response Organization is prepared to cope with winter weather is a major planning effort in itself, and the job of the Preparedness Coordinator. By November 1 of each year, all preparations should be completed, and a status report submitted to the Maintenance Director and Incident Commander.**

**The Inventory Forms and Checklists that follow are provided for use by the Preparedness Staff in providing the necessary information to the Coordinator.**

**Crew call-out lists are to be prepared by each individual named on the organization chart who has responsibility for mobilizing and supervising operations personnel.**

**The Equipment Coordinator is responsible for ensuring that all equipment designated for Snow and Ice Response, all attachments, parts and connector supplies are operable and readily accessible.**

**The Stores Manager is responsible for inventorying, stockpiling and ordering any materials or supplies designated by the Preparedness Coordinator.**

**The Personnel Manager will review all operations planning to ensure that there is no conflicts with the Labor Agreement and personnel rules.**

**The Training Manager will hold annual training and/or review sessions to provide all personnel involved in Snow and Ice Response operations with current plans, methods, safety information, and the use of equipment.**

## **PREPAREDNESS COORDINATOR**

**The Preparedness Coordinator is responsible for ensuring that all preparations for snow and ice response operations are carried out on schedule by those delegated specific preparedness assignments, and for coordinating and distributing to operations personnel the annual revisions of equipment and personnel assignments.**

**Duties include but are not limited to:**

- 1. Ensuring that stockpile material and supplies are inventoried and reordered if needed to be available and accessible for snow and ice operations by November 1, of each year.**
- 2. Ensuring that all equipment designated for use in snow and ice operations (and attachments, connectors and control devices) are checked, repaired and operable by November 1, of each year.**
- 3. Ensuring that a current personnel assignment call out list and an equipment assignment list is submitted by each individual named on the organization chart as responsible for supervising field operations.**
- 4. Ensuring that the Personnel Manager has reviewed and approved operations plans for compliance with the Labor Agreement and personnel rules.**
- 5. Coordinating with the Training Manager a program and schedule for providing to Supervisors and field personnel a training and review session each year.**
- 6. Ensuring completion by each Section Manager of a personnel inventory and equipment inventory form, by September 1, of each year.**
- 7. Ensuring that all Supervisor's pickups and patrol trucks are supplied with the following: shovel, salt/sand, flashlight, tool box, tow chain, jumper cables, first aid kit, fire extinguisher.**

## **PREPAREDNESS STAFF**

**Preparedness staff duties include but are not limited to the following:  
(additional duties may be assigned by the Preparedness Coordinator.)**

### **Equipment Manager**

- 1. Supervises the checking and repairing of all snow and ice response designated equipment and attachments, and ensures that control and connecting devices are functioning and with the attachment.**
- 2. Ensures that radios are functioning in all spread and plow units, Managers' cars, and patrol vehicles.**
- 3. Checks out and fits chains to each vehicle and makes provision for chains to be carried with the vehicle from November 1 to March 15 of each year. (Operators using vehicles for routine Bureau use are responsible for reporting to the Equipment Manager if the chains are not on the vehicle at the beginning of the operator's shift. Assigned operators are held accountable for missing chains.)**
- 4. Contacts other City Bureaus and obtains current list of available equipment for snow and ice response use.**
- 5. Contacts and prepares list of equipment available on a rental basis from private contractors.**
- 6. Maintains supply of small engine equipment in operable condition.**
- 7. Coordinates pre-assignment of snow and ice response equipment with responsible supervisors prior to November 1 of each year.**
- 8. Submits completed checklist/status report to Preparedness Coordinator prior to November 1 of each year.**
- 9. Provide a complete status report on all preparedness steps for the Incident Commander (Snow Boss) by November 1 of each year.**

### **Stores Manager**

- 1. Inventories and reports on quantities and locations of supplies/materials according to list supplied by Preparedness Coordinator.**
- 2. Orders needed supplies, with adequate lead time, to be on site by November 2, of each year.**

### **Personnel Manager**

- 1. Reviews operations plans annually, by September 1, to assure compliance with the Labor Agreement and personnel rules.**
- 2. Reports any possible problem areas to Preparedness Coordinator, and assist in interpretation or negotiation situations to solve problems.**

### **Training Manager**

- 1. Prepares and schedules training review sessions for all personnel assigned to Snow and Ice Response operations, principally Supervisors and operators.**

**A Checklist is provided to help the preparedness staff in controlling and reporting on preparedness steps.**



**SNOW AND ICE RESPONSE PREPAREDNESS CHECK SHEET**  
**(Answer Yes or No except where more information is requested)**

**SUPERVISION**

**Communications Center**

1. Arrangements have been made with the U.S. Weather Bureau or other forecaster to get advanced warning of storms: \_\_\_\_\_
2. In the event of a night storm, notification arrangements have been made with: \_\_\_\_\_
3. Dispatchers have been advised of weather warning and mobilization procedures: \_\_\_\_\_
4. If no, will be advised by November 1: \_\_\_\_\_
5. Communications Center Staff has been trained for their duties by November 1: \_\_\_\_\_

**Call out lists:**

1. Call out lists have been submitted by each supervisor of operations crews: \_\_
2. If no, will be by November 1: \_\_\_\_\_
3. Call out procedures are specified: \_\_\_\_\_
4. If no, will be by November 1: \_\_\_\_\_
5. Communications Center Staff is notified of call out procedures by November 1: \_\_

**Supplies, Equipment, Personnel:**

1. Stockpile material and supplies are inventoried and reordered if needed: \_\_\_\_
2. All equipment is checked, repaired and operable by November 1: \_\_\_\_\_
3. Personnel and equipment lists have been prepared for each Division and Group prior to November 1: \_\_\_\_\_
4. Provisions for snow removal dump sites has been made prior to November 1: \_\_\_\_\_
5. All supervisors and division service vehicles are supplied with the following:  
Shovel \_\_\_\_\_ Jumper cables \_\_\_\_\_  
Salt/sand \_\_\_\_\_ First aid kits \_\_\_\_\_  
Flashlight \_\_\_\_\_ Fire extinguisher \_\_\_\_\_  
Flares \_\_\_\_\_

Signed \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_

**SNOW AND ICE RESPONSE PREPAREDNESS CHECK SHEET**  
 (Answer Yes or No except where more information is requested)  
**MATERIALS AND SUPPLIES**

**Abrasive materials:**

Estimated Winter Requirements (tons)	Mason Sand		Abrasives	
	On Hand	On Order	On Hand	On Order

**Storage:**

Facilities Available		Facilities Needed	
Location Capacity		Location Capacity	
<b>Total CYds</b>		<b>Total CYds</b>	

1. If cover material needed: Type \_\_\_\_\_ Amount \_\_\_\_\_
2. If cover of material on hand: Dry \_\_\_\_ Wet \_\_\_\_ Screened \_\_\_\_
3. All mechanical parts of storage facilities - such as hinges, slides, conveyors are operating properly and ready for winter use: \_\_\_\_\_
4. If no, explain needed repairs: \_\_\_\_\_
5. Area lights are in working condition: \_\_\_\_\_
6. Storage areas are clean and cleared of items that might cause accidents or impede operations: \_\_\_\_\_

**Supplies:**

1. Supplies requested by preparedness coordinator are on hand: \_\_\_\_\_
2. If no, they are ordered and will be available prior to November 1: \_\_\_\_\_
3. Supplies are stored to be readily accessible for Snow and Ice Response operations: \_\_\_\_\_
4. If no, they will be accessible prior to November 1: \_\_\_\_\_

Signed \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_

**SNOW AND ICE RESPONSE PREPAREDNESS CHECK SHEET**  
(Answer Yes or No except where more information is requested)

**EQUIPMENT**

**Loaders:**

1. Loaders of all types have been checked and needed repairs made. \_\_\_\_
2. Describe repairs not yet completed: \_\_\_\_\_  
\_\_\_\_\_

3. Following items have been inspected and tested on all spreaders:

- Spinners and augers \_\_\_\_
- Sheet metal \_\_\_\_
- Gasoline engines \_\_\_\_
- Cab and other operator controls \_\_\_\_
- No. of spreaders ready for operations: \_\_\_\_

**Hydraulic Systems**

- A. Filter element in system \_\_\_\_ (replace if necessary)
- B. Oil-drain & flush hydraulic system, fill with new oil of manufacturer's \_\_\_\_
- C. Hydraulic pump output \_\_\_\_
- D. Motors, hoses & fittings \_\_\_\_

**Snow Plows and Graders:**

1. All plows have been checked and needed repairs made \_\_\_\_
2. Blade edges checked and replaced if necessary \_\_\_\_
3. Plows have been placed on trucks to be sure all attachments and fittings are available \_\_\_\_ and with plow \_\_\_\_
4. All hoses, cylinders & fittings have been inspected and tested \_\_\_\_
5. Reversible plows work properly and freely \_\_\_\_
6. Plow ends are marked with flags \_\_\_\_
7. An adequate stock of all types of blades and bolts is on hand \_\_\_\_
8. Chains are fitted to and stored on trucks \_\_\_\_
9. Number of plows ready for operation: \_\_\_\_\_ graders:

**Safety Devices:**

1. All winter maintenance vehicles are equipped with lights according to official guidelines \_\_\_\_\_
2. If not, describe preparations: \_\_\_\_\_  
\_\_\_\_\_

3. **Wiring and connections have been inspected** \_\_\_\_
  
4. **Following items have been inspected on all equipment:**  

Head Lights ____	Rotary Lights ____
Tail Lights ____	Flashing Lights ____
Stop Lights ____	Instrument Lights ____
Turn Lights ____	Dome Lights ____
Rear and Side View Mirrors ____	
  
5. **All trucks are equipped with:**  

Flares ____	Flashlight ____
Safety Vest ____	First Aid Kits ____
Tire Chains ____	Tow Chain ____
  
6. **Following items have been inspected and found in working order:**  

Windshield wipers ____	Wiper Blades ____
Tires ____	Heaters ____
Defrosters ____	Fuel Gauges ____
Exhaust Systems ____	Front End Alignment ____

**Additional Equipment:**

1. **Equipment lists from other bureaus have been prepared:** \_\_\_\_
2. **Equipment lists from private contractors have been prepared:** \_\_\_\_
3. **If no, to either question above, will be prepared by November 1:** \_\_\_\_

**Signed** \_\_\_\_\_ **Title** \_\_\_\_\_ **Date** \_\_\_\_\_

## TRAINING

1. Operators have been fully informed of their duties and responsibilities: \_\_\_\_
2. All operators understand the operation of equipment and work procedures: \_\_\_\_
3. Dry runs have been made to calibrate spreaders: \_\_\_\_
4. Operators and supervisory personnel understand that each spreader must be calibrated separately on a dry run: \_\_\_\_
5. Operators have been instructed to clean and lubricate all equipment immediately after each storm: \_\_\_\_
6. Operators have been told to report needed equipment repairs immediately: \_\_\_\_
7. All operators have received safety instructions: \_\_\_\_
8. Reserve operators are fully trained: \_\_\_\_
9. Training sessions have been carried out and all operators and supervisors are familiar with:  
  
    Vehicle chaining: \_\_\_\_  
    Use of tow bars: \_\_\_\_  
    Mobilization: \_\_\_\_  
    Forms: \_\_\_\_
10. If no, training sessions will be scheduled and carried out prior to November 1: \_\_\_\_

Signed \_\_\_\_\_

Title \_\_\_\_\_ Date \_\_\_\_\_

**SNOW AND ICE RESPONSE PREPAREDNESS CHECK SHEET**  
(Answer Yes or No except where more information is requested)  
**PERSONNEL**

1. Operations plans are in compliance with union provisions: \_\_\_\_
2. Operations plans are in compliance with Personnel rules: \_\_\_\_
3. Operations plans have been reviewed: \_\_\_\_
4. If no, will be reviewed by September 1: \_\_\_\_

Signed \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_



**APPENDIX E.**

**OPERATOR CHECK LIST**

**AND**

**OTHER STUFF**



## SNOW AND ICE PROCEDURES AND CHECK LIST

### Snow and Ice Procedures

1. Call out - report within one (1) hour or at assigned time.
2. Check in with your Supervisor.
3. Pick up assignment package from Division Supervisor or Branch Director - Check package (see check list).
4. Pick up tool box - check box (see check list).
5. Pre-trip truck.
6. Check bed of truck (clean if needed).
7. Chain up truck.
8. Hook up epoke (close hitch-check length).
9. Check Epoke operation:
  - Lights
  - On-off
  - Settings
  - Tire pressure
  - Caster up (crank stowed)
10. Load with sand at Albina Yard:
  - Fill out report - check fuel
  - Load Epoke part way
  - Epoke off
11. Ready and leaving Albina Yard - District #, Route #, PW #, Epoke #, Plow #.
12. Drive to assigned route.
13. Start of route - Dist #, Route #, record starting primary time. Give brief report on street and weather conditions.
14. Finished primary, starting secondary - Dist #, Route #, finished primary, starting secondary record time. Update report on street and weather conditions.
15. Finished Secondary - Dist #, Route #, finished secondary record time, check fuel. Update report on street and weather conditions.
16. Make arrangements to meet fuel truck at sand pile if fuel is needed. When getting fuel always check oil.

17. Recheck primary route.
18. "Out of Service" - when out of truck for lunch (more than 15 minutes) or for repairs to truck or Epoke. Give your location. If help is needed call Division Service truck or Supervisor for assistance.
19. Never work on truck or Epoke without giving the radio your location.
20. "Back in Service" - when returning to truck after going for lunch or repairs. Always go back in service and give your status (what you are doing).
21. End of shift - Dist #, Route #, returning to yard.
22. Arrived at yard - go out of service Dist #, Route #.
23. Make sure truck and Epoke are clean and ready for next shift (inside and out)
24. Report to Division Supervisor
  - Bring route assignments
  - Bring tool box
  - Bring completed paper work (load report, re-trip, etc)
  - Make notes of needed supplies
  - Report problems about route
25. When released Go Home

#### Route Assignment Check List

1. Do you have the correct route sheets?
2. ... load and activity report?
3. ... post-trip report?
4. ... Epoke check-out procedure?

Note: Use plain English on the radio, no more "10" codes. Use your Dist #, Route # as your call #. We do not need the PW #, Epoke # or Plow # each time you call in, only the first call (item #11 above).

NO.	NAME	LOCATION	TIME TEMP	TIME TEMP	TIME TEMP	TIME TEMP	COMMENTS
1	COUNCIL CREST	Mounted on the backside of the last telephone pole on the left, before entering the gate					
2	NW SKYLINE & BURNSIDE	On the backside of the telephone pole on the left, 75' north of the intersection at West Burnside St.					
3	NW SKYLINE & CORNELL	On the backside of the wooden stop sign post on the SE corner of the intersection.					
4	ST. JOHN'S BRIDGE	On the backside of the dual directional arrow sign on the west end of the bridge.					
5	NW. GERMANTOWN RD & SKYLINE BL	South east corner of intersection Mounted on ( ? )					
6	SW BARBUR & TERWILLIGER	On pole north side of Terwilliger, 100' west of Barbur. Behind 25mph sign next to hydrant near US bank					
7	SW. 49TH AV & HIDALGO	On wooden sign post, entrance to PCC					

NO.	NAME	LOCATION	TIME TEMP	TIME TEMP	TIME TEMP	TIME TEMP	COMMENTS
8	N LOMBARD & WEYERHAUSER ST	On the 1st utility pole on the NE corner, on Lombard.					
9	NE 33RD SANDPILE	On the utility pole across from the gate to the old compost site, on the west side.					
10	NE 112TH AV & MARINE DR	On the backside of the stop sign on the bike path on the SW corner.					
11	NE 185TH AV & MARINE DR	On the backside of post saying '12' 3" CLEARANCE AHEAD, on 185th 100' south of Marine Dr on west side.					
12	NE 148TH AV & HALSEY	On utility pole on Halsey, SE corner					
13	NE. 122ND AV & GLISAN	In Mult. Co. Sheriffs' parking lot are 3 Handicap signs. On back of West most sign.					
14	NE 102ND AV ON MAYWOOD PL	On the telephone pole on the SW corner of the intersection.					
15	I-205 & MARINE DR	Mounted on the backside of the stop sign on the bike path					
16	SE 103RD AV & DIVISION	On the north side of the utility pole on the SE corner.					
17	SE 96TH AV & POWELL BL	On the backside of the Adopt A Highway sign south side of Powell, east of 96th.					
18	SE 112TH AV & MT. SCOTT BL	On the power pole on the SW corner of the intersection.					
19	SE TACOMA ST & JOHNSON CREEK BL	On the utility pole 100' East of the intersection. Pole is same side as grocery store.					
20	SE 66TH PL & BELMONT ST	On the utility pole on the south side of Belmont.					
21	KELLY BUTTE	On the backside of the directional sign on the left, at the crest of the hill before entering the parking lot.					

## THERMOMETER LOCATIONS - SNOW AND ICE RESPONSE

1. COUNCIL CREST  
Mounted on the backside of the last telephone pole on the left before entering the park entrance gates.
2. NW SKYLINE & BURNSIDE  
On the backside of the telephone pole on the left, 75 feet north of intersection at West Burnside St
3. NW SKYLINE & CORNELL  
On the backside of the wooden stop sign post on the SE corner of the intersection.
4. ST. JOHNS BRIDGE  
On the backside of the dual directional arrow sign on the west end of the bridge.
5. NW. GERMANTOWN RD & SKYLINE BL  
South east corner of intersection  
Mounted on ( ? )
6. SW BARBUR & TERWILLIGER  
Mounted next to the traffic controller cabinet on the telephone pole located on the south side of the intersection
7. SW. 49<sup>TH</sup> AV & HIDALGO  
On wooden sign post, entrance to PCC
8. N LOMBARD & WEYERHAUSER  
Mounted on a utility pole on the west side of the street.
9. 33RD SAND PILE  
Mounted on the utility pole on the west side of 33rd
10. NE 112<sup>TH</sup> AV & MARINE DR  
On the backside of the stop sign On the bike path on the SW corner.
11. NE 185TH & MARINE DRIVE  
On the backside of the post with a warning sign 12' 3" CLEARANCE AHEAD located on NE 185th approximately 100 feet south of Marine Drive on the west side of the street.
12. NE 148 & HALSEY  
Mounted on the utility pole on the NE corner

THERMOMETER LOCATIONS - SNOW AND ICE RESPONSE

13. **NE. 122ND AV & GLISAN** In Mult. Co. Sheriffs' parking lot are 3 Handicap signs. On back of West most sign.
14. NE 102ND ON MAYWOOD PLACE On the telephone pole on the SW corner of the intersection.
15. I-205 & MARINE DR Mounted on the backside of the stop sign on the bike path
16. **SE 103RD AV & DIVISION** On the north side of the utility pole on the SE corner.
17. 96TH & POWELL Mounted on the backside of Adopt A Highway pole
18. SE 112TH & MT. SCOTT BLVD On the power pole 5 feet north of the stop sign at the top of the hill.
19. **SE TACOMA ST & JOHNSON CREEK BL** On the utility pole 100' East of the intersection. Pole is same side as grocery store.
20. SE 66TH PLACE & BELMONT Mounted on the side of a utility pole
21. KELLY BUTTE On the backside of the directional sign on the left, at the crest of the hill just before entering the parking lot.

**OVERHEAD CATENARY CLEARANCES**

**MAX SYSTEM**

The clearances shown for the following locations on the max system is the maximum allowable height from the top of the rail to the overhead contact wire with the power on. It is very important that these heights not be exceeded in order to prevent possible electrocution to individuals and severe damage to property.

<b>Street Crossing Location</b>	<b>Maximum Allowable Height</b>
NE Cleveland Ave	18' 0"
NE Kelly Ave	18' 0"
NE Hood Ave	18' 0"
NE Roberts Ave	18' 0"
N Main Ave	18' 0"
SE Division St	18' 0"
NW Eastman Ave	18' 0"
Birdsdale/Burnside	18' 0"
11 Mile Ave/Burnside	18' 0"
197th Ave/Burnside	18' 0"
Stark St/Burnside	18' 0"
188th Ave/Burnside	18' 0"
185th Ave/Burnside	18' 0"
181st/Burnside	18' 0"
172nd/Burnside	18' 0"
162nd/Burnside	18' 0"
148th/Burnside	18' 0"
139th/Burnside	18' 0"
131st/ Burnside	18' 0"
122nd/Burnside	18' 0"
117th/Burnside	18' 0"
113th/Burnside	18' 0"
108th/Burnside	18' 0"
102nd/Burnside	18' 0"
97th/Burnside	18' 0"
NE 13th/Holladay	18' 0"
NE 11th/Holladay	18' 0"
NE 9th/Holladay	18' 0"
NE 7th/Holladay	18' 0"
NE 6th/Holladay	18' 0"
NE Grand/Holladay	18' 0"
NE Union/Holladay	18' 0"
NE 3rd Ave/Holladay	18' 0"
NE 2nd/Holladay	18' 0"
NE Occident/Holladay	15' 6"
Steel Bridge	15' 6"
NW Everett/SW 1st Ave	18' 0"
NW Davis/SW 1st Ave	18' 0"
NW Couch/SW 1st Ave	14' 6"

SW Ankeny/SW 1st Ave	13' 0"
SW Ash St/SW 1st Ave	18' 0"
SW Pine St/SW 1st Ave	18' 0"
SW Oak St/SW 1st Ave	18' 0"
SW Stark St/SW 1st Ave	16' 0"
SW Morrison/SW 1st Ave	15' 0"
SW 2nd/SW Morrison	18' 0"
SW 3rd/SW Morrison	18' 0"
SW 4th/SW Morrison	18' 0"
SW 5th/SW Morrison	18' 0"
SW 6th/SW Morrison	18' 0"
SW Broadway/SW Morrison	18' 0"
SW Park Ave/SW Morrison	18' 0"
SW 9th/SW Morrison	18' 0"
SW 10th/SW Morrison	18' 0"
SW 11th/SW Morrison	18' 0"
SW 11th/SW Yamhill	18' 0"
SW 10th/SW Yamhill	18' 0"
SW 9th/SW Yamhill	18' 0"
SW Park Ave/SW Yamhill	18' 0"
SW Broadway/SW Yamhill	18' 0"
SW 6th Ave/SW Yamhill	18' 0"
SW 5th/SW Yamhill	17' 0"
SW 4th/SW Yamhill	17' 0"
SW 3rd/SW Yamhill	18' 0"
SW 2nd/SW Yamhill	18' 0"
SW 1st/SW Yamhill	18' 0"

In cases where objects exceed the above maximum heights and upon the review of the individual cases, provisions maybe made to de-energize the catenary contact wire after revenue hours with all Tri-Met costs being reimbursed. Non-revenue hours are from approximately 01:00 to 04:30. In a de-energized situation you will be able to add approximately 18 inches to the clearances shown above. Any requests for de-energizing the power line must be made at least five days before the work is to take place.

In the event a wide load should have to cross the Steel Bridge over the MAX tracks, a special request should be made in order to avoid a collision with MAX.

Any questions regarding the above restrictions should be directed to Mr. Ronald Jennings, Manager Maintenance of Way at 503-661-8118. If any problems should arise during a crossing of the MAX right-of-way, please contact Control at 503-661-4274 (24 hours).

**ELEVATIONS OF AREA  
LANDMARKS:**

Hills  
Mt. Scott

1050



<b>Mt. Tabor</b>	
<b>650</b>	
<b>Powell Butte</b>	<b>612</b>
<b>Bull Mountain</b>	<b>700</b>
<b>Council Crest</b>	<b>1050</b>
<b>Mountain Park</b>	
<b>970</b>	
<b>Roads</b>	
<b>I-5 high spot</b>	
<b>(between Capital Hill and Tigard Exits) 620</b>	
<b>I-5 Multnomah Exit</b>	<b>450</b>
<b>Sunset Highway (Sylvan Exit)</b>	<b>750</b>
<b>Cornell Road Summit</b>	<b>923</b>
<b>West Burnside Summit</b>	
<b>950</b>	
<b>Hist. Columbia River Hwy</b>	
<b>(high point 2E of Corbett)</b>	<b>900</b>
<b>Land Marks</b>	
<b>Zoo</b>	<b>600</b>
<b>Pittock Mansion</b>	<b>860</b>
<b>OHSU</b>	<b>200-400</b>
<b>Airport</b>	
<b>20</b>	
<b>Gabriel Park</b>	<b>350-400</b>
<b>Malls</b>	
<b>Clackamas Town Center</b>	<b>175</b>
<b>Washington Square</b>	<b>230</b>
<b>Jantzen Beach Mall</b>	<b>20</b>
<b>Vancouver Mall</b>	<b>70</b>
<b>Beaverton Mall</b>	
<b>90</b>	
<b>Mall 205</b>	<b>200</b>

<b>Cities</b>	
<b>Aurora</b>	
<b>196</b>	
<b>Brightwood</b>	<b>1100</b>
<b>Corbett (downtown)</b>	<b>700</b>
<b>Estacada</b>	<b>500</b>
<b>Forest Grove (west side of town)</b>	<b>200</b>
<b>Gresham (downtown)</b>	<b>330</b>
<b>Hillsboro</b>	<b>160</b>
<b>McMinnville</b>	<b>160</b>
<b>Oregon City (upper)</b>	<b>200-320</b>
<b>Oregon City (lower)</b>	<b>45-165</b>
<b>Portland (downtown).....</b>	<b>50-150</b>
<b>Sandy</b>	<b>967</b>
<b>Scappoose</b>	<b>35</b>
<b>Tigard (downtown)</b>	<b>150</b>
<b>Troutdale</b>	<b>35</b>
<b>Wilsonville</b>	<b>50</b>

2. Weidler at Vancouver
3. Interstate Ave at Steel Bridge
4. One Center Ct. at Winning Way (arena parking)
5. Multnomah at 1<sup>st</sup>
6. Coliseum NW corner (Larabee at Interstate Ave)
7. Arena SE corner (Rose Quarter Transit )
8. I-5 at Stark St. (Morrison/Oregon City exit I-5 south)
9. I-84 at grand Blvd overcrossing
10. I-84 at I-205
11. I-5 Bridge (Columbia River, s. lift span tower)
12. I-5 at Columbia
13. I-5 at Lombard
14. I-405 at Fremont Bridge
15. I-405 at Everett
16. I-405 at US 26 entrance
17. I-5/I-405
18. I-5 at Barbur
19. I-5 Terwilliger curve top
20. I-5 Terwilliger curve bottom
26. Metro Building camera/Lloyd at Grand Blvd.
27. I-5 Capitol
41. 19<sup>th</sup> at Vista Ridge tunnel
42. Morrison at Natio parkway (west side of Morrison Bridge)
43. Barbur Blvd. At Bertha
50. Ch 2, KATU off air feed (ABC)
51. Ch 6, KOIN off air feed (CBS)
52. Ch 8, KGW off air feed (NBC)
53. Ch 12, KPTV off air feed (UPN)
54. Ch 49, KPDX off air feed (FOX)



**APPENDIX F.**

**FORMS**





City of Portland, Oregon  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF MAINTENANCE

No 04417

BUC No. \_\_\_\_\_

Code

**SERVICE REQUEST**

1/4 Section \_\_\_\_\_ 19\_\_

Location \_\_\_\_\_

Service Requested \_\_\_\_\_

Reported By \_\_\_\_\_ Time \_\_\_\_\_  A.M.  P.M. Phone \_\_\_\_\_

Address \_\_\_\_\_ Received By \_\_\_\_\_

Referred To \_\_\_\_\_ Time \_\_\_\_\_  A.M.  P.M.

Investigation \_\_\_\_\_

(LIST CONDITION BEFORE AND AFTER JOB IS COMPLETED)

Signed \_\_\_\_\_ Date \_\_\_\_\_

305 (12/88)

City of Portland, Oregon  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF MAINTENANCE

No 04418

BUC No. \_\_\_\_\_

Code

**SERVICE REQUEST**

1/4 Section \_\_\_\_\_ 19\_\_

Location \_\_\_\_\_

Service Requested \_\_\_\_\_

Reported By \_\_\_\_\_ Time \_\_\_\_\_  A.M.  P.M. Phone \_\_\_\_\_

Address \_\_\_\_\_ Received By \_\_\_\_\_

Referred To \_\_\_\_\_ Time \_\_\_\_\_  A.M.  P.M.

Investigation \_\_\_\_\_

(LIST CONDITION BEFORE AND AFTER JOB IS COMPLETED)

Signed \_\_\_\_\_ Date \_\_\_\_\_

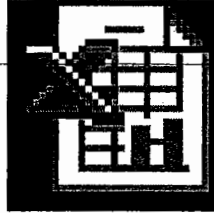
305 (12/88)

21-F-3

Operator's Report	
Operator Name:	Date:
Start Time:	Finish Time:
Division #:	Route #:
Equipment PW #:	Pre-Trip Inspection:
Spreader #:	Post-Trip Inspection:
Plow #:	
Vehicle Condition:	
What You Did?	
Continuous Sanding	Plowing
Spot Sanding	Patrolling
Total Yards of 1/4-10 Used	Loading Sand
What Sand Pile Did You Use?	
City Pile:	ODOT Pile:
Describe weather and street conditions in your area.	
Describe breakdowns, delays, and problems. Include causes, estimated lost time, and possible preventative measures.	

Operator's Report	
Operator Name:	Date:
Start Time:	Finish Time:
Division #:	Route #:
Equipment PW #:	Pre-Trip Inspection:
Spreader #:	Post-Trip Inspection:
Plow #:	
Vehicle Condition:	
What You Did?	
Continuous Sanding	Plowing
Spot Sanding	Patrolling
Total Yards of 1/4-10 Used	Loading Sand
What Sand Pile Did You Use?	
City Pile:	ODOT Pile:
Describe weather and street conditions in your area.	
Describe breakdowns, delays, and problems. Include causes, estimated lost time, and possible preventative measures.	





**"REQUEST FOR  
GOODS.xls"**

FORM 201

INCIDENT BRIEFING 201

1. Incident Name

2. Date

3. Time

4. Map Sketch

5. Current Organization

Page 1 of

6. Prepared by (Name and Position)



**FORM 202**

<b>INCIDENT OBJECTIVES ICS 202</b>	<b>1. Incident Name</b>	<b>2. Date Prepared</b>	<b>3. Time Prepared</b>
<b>4. Operational Period (Date/Time)</b>			
<b>5. General Control Objectives For The Incident (Include Alternatives)</b>			
<b>6. Weather Forecast For Operational Period</b>			
<b>7. General/Safety Message</b>			
<b>8. Attachments (✓ If Attached)</b>			
<b>Organization List (ICS 203) Division Assignment Lists (ICS 204) Communications Plan (ICS 205)</b>	<b>Medical Plan (ICS 206) Incident Map Traffic Plan</b>		
<b>202 ICS 3-80</b>	<b>9. Prepared By (Planning Section Chief)</b>	<b>10. Approved By (Incident Commander)</b>	

Organization Assignment List ICS-203		1. Incident Name	2. Date Prepared	3. Time Prepared
<b>5. Incident Commander and Staff</b>		<b>4. Operational Period (Date/Time)</b>		
<b>Position</b>	<b>Name</b>	<b>B. Branch B Divisions/Groups</b>		
Incident Commander		Branch Director		
Deputy		Deputy		
Safety Officer		Division/Group		
Information Officer		Division/Group		
Liaison Officer		Division/Group		
<b>6. Agency Representative</b>		Division/Group		
<b>Agency</b>	<b>Name</b>	Division/Group		
		<b>C. Branch C Divisions/Groups</b>		
		Branch Director		
		Deputy		
		Division/Group		
<b>7. Planning Section</b>		Division/Group		
Chief		Division/Group		
Deputy		Division/Group		
Resources Unit		Division/Group		
Situation Unit		<b>D. Branch D Divisions/Groups</b>		
Documentation Unit		Branch Director		
Demobilization Unit		Deputy		
Technical Specialists		Division/Group		
		Division/Group		
		Division/Group		
		Division/Group		
<b>8. Logistics Section</b>		Division/Group		
Chief		<b>E. Branch E Divisions/Groups</b>		
Deputy		Branch Director		
Service Branch Director		Deputy		
Communications Unit		Division/Group		
Medical Unit		Division/Group		
Food Unit		Division/Group		
Support Branch Director		Division/Group		
Supply Unit		Division/Group		
Facilities Unit		<b>10. Finance Section</b>		
Ground Support Unit		Chief		
<b>9. Operations Section</b>		Deputy		
Chief		Time Unit		
Deputy		Procurement Unit		
<b>A. Branch A Divisions/Groups</b>		Comp/Claims Unit		
Branch Director		Cost Unit		
Deputy				
Division/Group				
Division/Group		Prepared by (Resources Unit)		
Division/Group				
Division/Group				
Division/Group				





Medical Plan	1. Incident Name	2. Date	3. Time	4. Operational Period			
<b>5. INCIDENT MEDICAL AID STATIONS</b>							
<b>Medical Aid Stations</b>		<b>Location</b>				<b>Paramedics</b>	
<b>6. TRANSPORTATION</b>							
<b>A. Ambulance Services</b>							
<b>Name</b>		<b>Address</b>			<b>Phone</b>	<b>Paramedics</b>	
<b>B. Incident Ambulances</b>							
<b>Name</b>							
<b>7. Hospitals</b>							
<b>Name</b>		<b>Address</b>	<b>Travel Time</b>		<b>Phone</b>	<b>Helipad</b>	<b>Burn Center</b>
<b>8. Medical Emergency Procedures</b>							
206 ICS		9. Prepared by (Medical Unit Leader)			10. Reviewed by (Safety Officer)		



**Incident Status Summary (ICS-209)**

<b>1: Date</b>	<b>2: Time</b>	<b>3: Initial   Update   Final</b>	<b>4: Incident Number</b>		<b>5: Incident Name</b>	
<b>6: Incident Kind</b>	<b>7: Start Date Time</b>	<b>8: Cause</b>	<b>9: Incident Commander</b>		<b>10: IMT Type</b>	<b>11: State-Unit</b>
<b>12: County</b>	<b>13: Latitude and Longitude Lat: Long:</b>		<b>14: Short Location Description (in reference to nearest town):</b>			
<b>Current Situation</b>						
<b>15: Size/Area Involved</b>	<b>16: % Contained or MMA</b>	<b>17: Expected Containment Date: Time:</b>		<b>18: Line to Build</b>	<b>19: Costs to Date</b>	<b>20: Declared Controlled Date: Time:</b>
<b>21: Injuries this Reporting Period:</b>	<b>22: Injuries to Date:</b>	<b>23: Fatalities</b>	<b>24: Structure Information</b>			
<b>25: Threat to Human Life/Safety:</b>			<b>Type of Structure</b>	<b># Threatened</b>	<b># Damaged</b>	<b># Destroyed</b>
Evacuation(s) in progress ----			Residence			
No evacuation(s) imminent --			Commercial Property			
Potential future threat -----			Outbuilding/ Other			
No likely threat -----						
<b>26: Communities/Critical Infrastructure Threatened (in 12, 24, 48 and 72 hour time frames):</b>						
12 hours:						
24 hours:						
48 hours:						
72 hours:						
<b>27: Critical Resource Needs (kind &amp; amount, in priority order):</b>						
1.						
2.						
3.						
<b>28: Major problems and concerns (control problems, social/political/economic concerns or impacts, etc.) Relate critical resources needs identified above to the Incident Action Plan.</b>						
<b>29: Resources threatened (kind(s) and value/significance):</b>						
<b>30: Current Weather Conditions</b> Wind Speed: mph Temperature: Wind Direction: Relative Humidity:			<b>31: Resource benefits/objectives (for prescribed/wildland fire use only):</b>			

**32: Fuels/Materials Involved: Refer to Attachment #2 and Select predominant fuel from the Thirteen Fuel Models for Fire Behavior**  
Enter fuel model

**33: Today's observed fire behavior (leave blank for non-fire events):**

**34: Significant events today (closures, evacuations, significant progress made, etc.):**

**Outlook**

**35: Estimated Control Date and Time:**

**36: Projected Final Size:**

**37: Estimated Final Cost:**

**38: Tomorrow's Forecasted Weather**  
Wind Speed:   mph   Temperature:  
Wind Direction:   Relative Humidity:

**39: Actions planned for next operational period:**

**40: Projected incident movement/spread during next operational period:**

**41: For fire incidents, describe resistance to control in terms of:**

1. Growth Potential -
2. Difficulty of Terrain -

**42: How likely is it that containment/control targets will be met, given the current resources and suppression/control strategy?**

**43: Projected demobilization start date:**

**44: Remarks:**





FORM 211

GENERAL MESSAGE

TO:

POSITION:

FROM:

POSITION:

SUBJECT:

DATE:

TIME:

MESSAGE

SIGNATURE:

POSITION:

REPLY

DATE:

TIME:

SIGNATURE/POSITION:





**Information to be filled in on the ICS 214 Unit Log:**

**Time you were called**

**Start/end time calling your crew**

**Time of first/last person on your crew to report**

**Time of first/last unit on to assigned job**

**Weather and street conditions in your assigned area. (Minimum every two hours)**

**Any changes from initial assignment**

**Any incidents or conditions that may come up later**

**Typical Information to be filled in on the ICS 214, Unit Log:**

**Time you were called**

**Start/end time calling your crew**

**Time of first/last person on your crew to report**

**Time of first/last unit on to assigned job**

**Weather and street conditions in your assigned area. (Minimum every two hours)**

**Any changes from initial assignment**

**Any incidents or conditions that may come up later**





**OPERATIONAL PLANNING WORK SHEET**

FORM 215

1. Incident Name

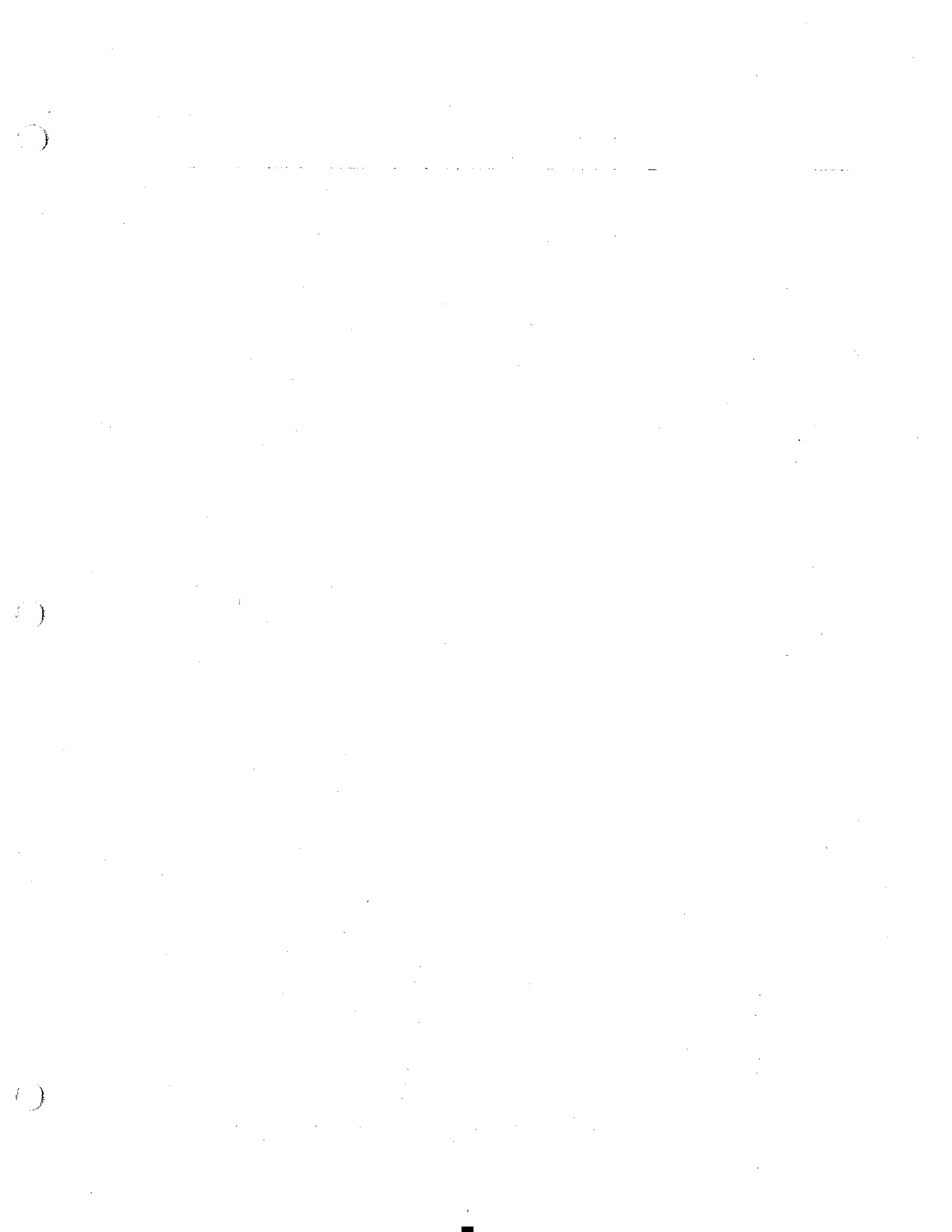
2. Date Prepared

3. Operational Period (Date/Time)

Time Prepared

4. Division/ Group or Other Location	5. Work Assignments	Resource by Type (Show Strike Team as ST)																			6. Reporting Location	7. Requested Arrival Time	
		Engines				Water Tenders		Hand Crews		Dozers			Helicopters				Air Tankers			Other			
		1	2	3	4	1	2	1	2	1	2	3	1	2	3	4	1	2	3				
	Req																						
	Have																						
	Need																						
	Req																						
	Have																						
	Need																						
	Req																						
	Have																						
	Need																						
	Req																						
	Have																						
	Need																						
9. Total Resources - Single		Req																					
		Have																					
		Need																					
Total Resources - Strike Teams		Req																				Prepared by (Name and Position)	
		Have																					
		Need																					







0

0

0







**DEMOBILIZATION CHECKOUT**

1. Incident Name/Number		2. Date/Time	3. Demob. No.
4. Unit/Personnel Released			
5. Transportation Type/No.			
6. Actual Release Date/Time		7. Manifest? <input type="checkbox"/> Yes <input type="checkbox"/> No Number	
8. Destination		9. Notified: <input type="checkbox"/> Agency <input type="checkbox"/> Region <input type="checkbox"/> Area <input type="checkbox"/> Dispatch Name: Date:	
10. Unit Leader Responsible for Collecting Performance Rating			
11. Unit/Personnel			
<p><b>You and your resources have been released subject to sign off from the following:</b>  <b><i>Demob. Unit Leader check the appropriate box</i></b></p>			
<b>Logistics Section</b>			
<input type="checkbox"/>	Supply Unit	_____	
<input type="checkbox"/>	Communications Unit	_____	
<input type="checkbox"/>	Facilities Unit	_____	
<input type="checkbox"/>	Ground Support Unit Leader	_____	
<b>Planning Section</b>			
<input type="checkbox"/>	Documentation Unit	_____	
<b>Finance Section</b>			
<input type="checkbox"/>	Time Unit	_____	
<b>Other</b>			
<input type="checkbox"/>	_____		
<input type="checkbox"/>	_____		
12. Remarks			
13. Prepared by (include Date and Time)			

Form 221

Instructions for completing the Demobilization Checkout (ICS form 221)

Prior to actual Demob Planning Section (Demob Unit) should check with the Command Staff (Liaison Officer) to determine any agency specific needs related to demob and release. If any, add to line Number 11.



1. Incident Name/No. Enter Name and/or Number of Incident.
2. Date & Time Enter Date and Time prepared.
3. Demob. No. Enter Agency Request Number, Order Number, or Agency Demob Number if applicable.
4. Unit/Personnel Released Enter appropriate vehicle or Strike Team/Task Force ID Number(s) and Leader's name or individual overhead or staff personnel being released.
5. Transportation Enter Method and vehicle ID number for transportation back to home unit. Enter N/A if own transportation is provided. *Additional specific details should be included in Remarks, block # 12.*
6. Actual Release Date/Time To be completed at conclusion of Demob at time of actual release from incident. *Would normally be last item of form to be completed.*
7. Manifest Mark appropriate box. If yes, enter manifest number. *Some agencies require a manifest for air travel.*
8. Destination Enter the location to which Unit or personnel have been released. *i.e. Area, Region, Home Base, Airport, Mobilization Center, etc.*
9. Area/Agency/Region Notified Identify the Area, Agency, or Region notified and enter date and time of notification.
10. Unit Leader Responsible for Collecting Performance Ratings Self-explanatory. *Not all agencies require these ratings.*
11. Resource Supervision Demob Unit Leader will identify with a check in the box to the left of those units requiring check-out. Identified Unit Leaders are to initial to the right to indicate release.  
Blank boxes are provided for any additional check, (unit requirements as needed), i.e. Safety Officer, Agency Rep., etc.  
Any additional information pertaining to demob or release.
12. Remarks
13. Prepared by Enter the name of the person who prepared this Demobilization Checkout, including the Date and Time.

**APPENDIX G.**

**OPERATIONS GUIDELINES**

**OPERATIONS IMPLEMENTATION  
TREATMENT GUIDELINES  
ROUTE NETWORK**

**The following sections provide guidelines for treatment on the Snow and Ice Route Network. These are guidelines only and the decisions on the treatments must be made by the Incident Commander as each storm develops.**

**Spreading Guidelines**

**Spot spreading of abrasives on hazard areas and critical locations is usually the first phase of sanding operations. The amount spread in any one place must be left to the judgement of the operator; enough should be spread to provide traction without waste of material. Priorities for spot spreading are listed by district.**

**Continuous sand spreading units should apply abrasives at the minimum distribution control (10) in light snow and/or ice conditions. The application rate should increase as necessary to treat conditions encountered. Control settings above five (5) are not recommended; effectiveness is not increased, and cleanup becomes a significant problem and expense.**

**Priorities for route treatment are indicated on division maps. When Primary Routes have been treated and require no further immediate treatment, spreading units will treat Secondary Routes. When they are completed, units may be assigned to assist another division, if needed and appropriate.**

**Under all circumstances Primary routes will be routinely patrolled during adverse weather, and units returned to treatment of these routes immediately if necessary in order to keep them open.**

**Plowing Guidelines**

**Plowing will normally begin as soon as it contributes to making the street more passable or when sanding operations are no longer effective.**

**Routes to be plowed will be designated by the Incident Commander.**

**In the core area under severe conditions, graders may be used to windrow snow to the center of the street, and scoops assigned to clearing intersections. Loading and hauling may be required.**

**On Primary Routes, plows make a round trip and then drop back to clear intersections. Operators should plow wherever possible to make a right hand turn on routes.**

**Plow teams or combination plow/sanding teams are usually more effective than single units. Division supervisors, branch directors and the Incident Commander all have the authority and responsibility to reorganize into such teams as they think appropriate.**

**Plows are to be lifted when going over railroad tracks. Rubber blades, plow shoes or rollers are necessary on some routes to protect pavement marks (buttons).**

**Private driveways are not plowed by city crews.**

## Anti-Icing Guidelines

Anti-Icing continues to be a demonstration program for the City. The Federal Highway Administration has published a "Manual of Practice for the Effective Anti-Icing Program: A Guide for Highway Winter Maintenance Personnel" and it is included at the end of this Appendix and is the guidance for this treatment.

During the preparation for the 2000 snow and ice removal season, a review of current practices was completed. It was decided to begin phasing out the use of magnesium chloride. Beginning with the 2002-03 Winter season, Magnesium Chloride (MgCl) has been eliminated as an anti-icing treatment. While the primary chemical to be used in our anti-ice program will be calcium magnesium acetate (CMA), performance testing on a new product NC 3000 will begin. It is our belief that NC 3000 will provide greater operational flexibility over both CMA and MgCl. NC 3000 will also address environmental problems associated with other products containing chlorides.

Our anti-icing program is being conducted in coordination with the Oregon Department of Transportation.

## Removal Guidelines

Snow will normally be removed when the size of the snow storage area restricts the use of the cleared traffic lane, or when accumulations create danger of drainage hazards. The CBD area is first priority for snow removal.

Removal operations in the CBD area are best performed after evening rush hour. Parking meters are hooded by 4:30 pm to restrict parking, and violators' cars may be towed away by Bureau request.

Snow will be hauled and dumped as directed by the Incident Commander.

## OFF NETWORK

The following outline provides some guidance to supervisors and operators for treatments of streets off the primary and secondary route network. The highest priority in all of our operations is the safety of the crew and protection of the equipment.

### Street Grades of 6 - 10%

Under typical snow and ice conditions, these streets are usually able to be treated using our normal sanding and/or plowing techniques.

### Street Grades of 10 - 14%

Under typical snow and ice conditions, these streets are sometimes able to be treated depending on street alignment, width, parking and other characteristics.

## **Street grades over 14%**

Under typical snow and ice conditions, these streets are not usually able to be treated.

**NOTE:** Supervisors are expected to be familiar with the streets in their area of responsibility and to assess the conditions at the time treatment is requested. Based on their judgement they can decline the request or make an assignment. In every case, the operator has the final say on whether to attempt treatment of a specific off network street. The operator assumes full responsibility for accidents that result from his/her judgement. If the supervisor believes that a declined assignment was inappropriate they need to take it up with the next level up manager for resolution.

Streets which are not treated, need to be considered for barricade closure.

**Note\*\*\*\*** The following procedure is under review. Dumping snow removed from the street surfaces in the CBD into the Willamette River may not be an acceptable practice under new ESA guidelines.

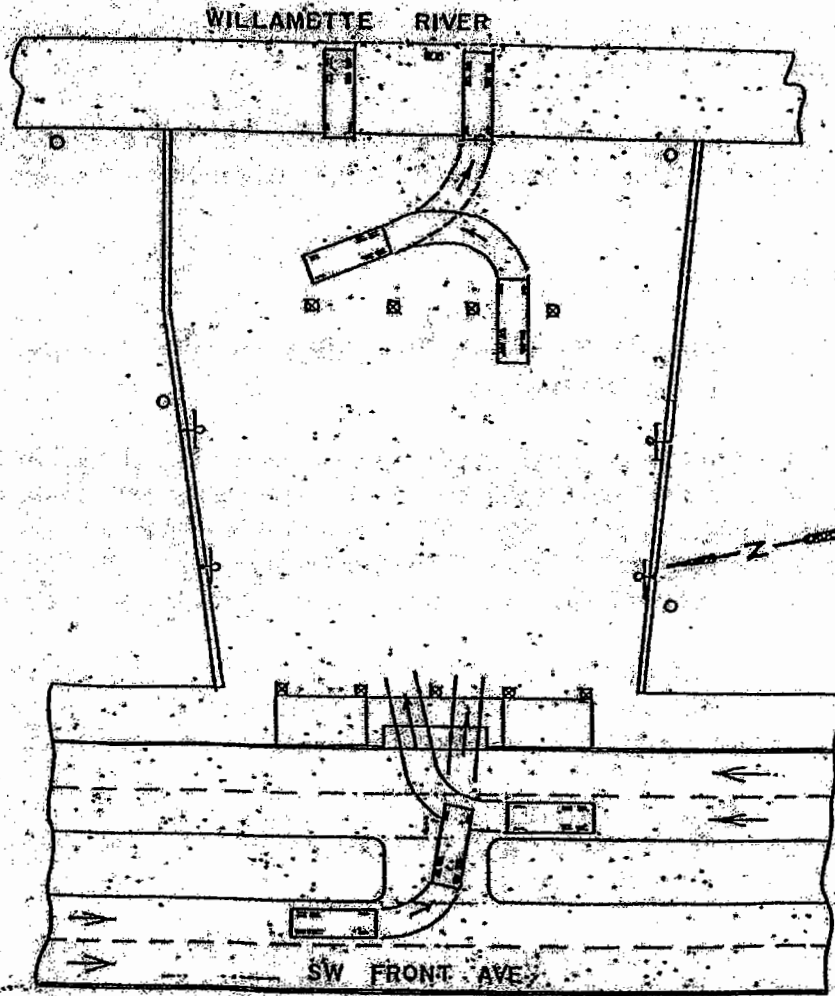
### **MORRISON BRIDGE DUMP SITE**

In the event it is determined that snow accumulation in the core area, due to plowing, needs to be hauled and dumped, the main site for dumping is off the Harbor Wall under the Morrison Bridge. Three sections of railing are removable to accomplish the dumping task. There are, in place, permanent curb bumpers to stop vehicles at the proper dumping position. Access is off Front Avenue from both North and South directly under the Morrison Bridge.

The Loading Group will perform all duties to maintain this dump site. Duties include but are not limited to:

1. Ensuring that the site is staffed at all times it is in active use. Person on duty will aid as ground guide for trucks dumping.
2. Ensure that railing is removed to allow for dumping.
3. Have available temporary lighting as needed.
4. Stockpile sawdust for seeding truck bed after dumping.
5. Make site secure and safe when dumping operations are completed.
  - a. Replace Harbor Wall railing
  - b. Remove any obstacles to normal pedestrian traffic.
6. Submit Summary of Operations Report to Incident Commander.

SNOW DUMP UNDER  
MORRISON BRIDGE



21-G-1

## Oregon Department of Transportation Sandpile Usage Guidelines

Recognizing that the need will arise to procure sand from State owned sand storage facilities, these guidelines are intended to ensure that Bureau of Maintenance personnel comply with the expectations set forth in the cooperative assistance agreement that governs this activity. For the purpose of understanding and following these guidelines it is important to recognize that we respond to snow and ice events either with a full mobilization or a limited mobilization dependant on the scope of the event.

The sites that have been identified for this year are shown in the Cooperative Assistance Agreement, Appendix H.

Expectations of Maintenance Bureau personnel will be as follows during a full mobilization of the snow and ice response plan. Duties will include but not be limited to the following:

### Loading Branch Director

1. Notify the incident commander when State sandpiles are going to be staffed by the loading branch.
2. Notify the bureau dispatch center and ask them to call the ODOT dispatcher at the TMOc (503 283-5859). The dispatcher needs to be told that we are going to use the ODOT sandpiles and that we need that information relayed to the ODOT supervisor on duty. This progress will facilitate the act of unlocking gates during off hours operations.
3. Ensure that the loading branch supervisors and personnel are trained and familiar with the sand disbursement forms that will be used to document the quantity of sand removed from ODOT sandpiles.
4. Ensure that the sand disbursement forms are collected from equipment operators when full and maintain those forms as a permanent record of sand used from those sandpiles.
5. Ensure that, as necessary, the Maintenance Bureau replenishes the State sandpiles as directed by ODOT management personnel.

### Loading Group Supervisor

1. Ensure that loader operators assigned to the ODOT sandpiles have notebooks with an adequate supply of sand disbursement forms.
2. Ensure that the sand disbursement forms are being completely and correctly filled out.
3. Promptly report any logistical problems with implementation of this agreement to the loading branch director.



### Division Supervisors

1. Ensure that personnel who will be receiving loads of sand from these piles understand that they will need to provide information to the loader operator on duty.
2. Ensure that personnel accessing the State sandpiles understand that these sandpiles are limited in size and that we will need to make every effort to leave the piles immediately after being loaded.

Expectations of Maintenance Bureau personnel will be as follows during a limited mobilization of the snow and ice response plan. Duties will include but not be limited to the following:

### Incident Commander

1. Notify the bureau dispatch center and ask them to call the ODOT dispatcher at the TMOC (503 283-5859). The dispatcher needs to be told that we need to access a load of sand from whichever location. The dispatcher will then notify the ODOT personnel on duty that we need to be loaded, 20 minutes at a minimum should be allowed for response to the sandpile location by ODOT personnel.
2. Ensure that division supervisors assigned to snow and ice response have enough sand disbursement forms to adequately track the usage of sand from the ODOT sandpiles.

### Division Supervisors

1. Ensure that personnel assigned to you are familiar with the process to obtain sand from the ODOT sandpiles.
2. Ensure that personnel assigned to you are familiar with the procedure for correctly and completely filling out sand disbursement forms.
3. Ensure that clipboards or notebooks issued to personnel have a sand disbursement form available for the operator to complete.
4. Remind personnel receiving loads from the State sandpiles that they are limited in size and that they will need to make every effort to leave the piles immediately after being loaded.





**"Manual of Practice  
for an Effective Anti-icing Program.doc"**



**APPENDIX H.**

**COOPERATIVE**

PDOT / ODOT

AGREEMENTS

**COOPERATIVE MAINTENANCE AGREEMENT  
Sanding Materials Storage**

**THIS AGREEMENT is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "ODOT"; and CITY OF PORTLAND, acting by and through its Portland Office of Transportation, Bureau of Maintenance, hereinafter referred to as "CITY".**

**RECITALS**

- 1. By the authority granted in ORS 190.110, 366.770 and 366.775, ODOT may enter into cooperative agreements with the counties and cities or units of local government for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties.**
- 2. By the authority granted in ORS 401.480 the state, counties and cities may, in collaboration with public and private agencies, enter into cooperative assistance agreements for reciprocal emergency aid and resources.**
- 3. The parties to this agreement entered into City of Portland Agreements No. 50439, executed February 8, 1995, and 50838 executed January 17, 1997 regarding storage of sanding materials by the CITY at ODOT sanding stockpile locations. Agreement No.50,838 superseded agreement 50,439 and this agreement supersedes No. 50,838.**
- 4. CITY and ODOT are responsible for snow and ice control operations on the streets and highways in the region. The CITY needs storage space for sanding material and ODOT has suitable space. ODOT and the CITY are agreeable to continue the storage relationship as cited in the previously mentioned expired agreements**

**NOW THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:**

## **TERMS OF AGREEMENT:**

- 1. ODOT and CITY have determined that it is to their mutual benefit and to the general public's benefit if they jointly utilize ODOT maintenance resources, including equipment.**
- 2. The term of this agreement shall begin on the date all required signatures are obtained and shall terminate 10 years from the execution date of this agreement. This agreement will, also, terminate upon ODOT's execution of the Portland Metropolitan Area Transportation (PMAT) Intergovernmental Agreement or similar ODOT agreement for sharing equipment and services in the Portland metropolitan area and with advance notice to CITY.**
- 3. It is intended that this agreement cause no costs to either party. To the extent that either party uses the others sanding material it will be replaced in kind.**

## **CITY OBLIGATIONS**

- 1. CITY is authorized by ODOT to store sanding materials (which may include loading and sanding equipment) and to enter onto and occupy ODOT right-of-way for the performance of the functions and activities of this agreement at ODOT storage facilities as listed on Exhibit 'A', attached hereto, and by this reference made a part hereof. As both parties may find it necessary to change the specific stockpile locations as listed in Exhibit 'A', these may be changed by revising Exhibit A and entering into an amendment to this agreement. An initial quantity of ¼-10 crushed rock shall be provided by ODOT at each location listed on the Exhibit. All stock removed shall be recorded through the established ODOT procedures monitoring stock removal. CITY shall restock as appropriate and replace any ODOT owned rock which has been used.**
- 2. CITY shall provide it's own loading capability, both equipment and labor, at each location.**
- 3. All employers, including CITY, are subject employers under the Oregon Workers Compensation Law and shall comply with ORS 656.017, which requires them to provide Workers' Compensation coverage for all their subject workers, unless such employers are exempt under ORS 656.126.*
- 4. CITY shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this agreement, including, without limitation, the provisions of ORS 279.312, 279.314, 279.316, 279.320 and 279.555, which hereby are incorporated by reference. Without limiting the generality of the foregoing, CITY expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Section V of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.**

5. City agrees that only city staff shall be utilized for the agreed upon activities of this agreement on ODOT facilities.
6. CITY shall, to the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, indemnify, defend, save, and hold harmless the State of Oregon, the Oregon Transportation Commission and its members, Department of Transportation, its officers and employees from any and all claims, suits, and liabilities which may occur in the performance of this agreement by CITY.
7. CITY's Coordinator for this agreement is Jeanne Nyquist, Director, Bureau of Maintenance, 2929 N Kerby Ave, Portland OR, 97227.
8. CITY shall authorize execution of this agreement during a regularly convened session of its CITY Council.

#### **ODOT OBLIGATIONS**

1. ODOT hereby grants CITY the authority to store sanding materials (which may include loading and sanding equipment) and to enter onto and occupy ODOT right-of-way, for the performance of the functions and activities of this agreement.
2. ODOT's Coordinator for this agreement is Karla Keller, Operations and Maintenance Manager, 123 N.W. Flanders, Portland, OR 97209, phone: 503-731-8559.
3. ODOT shall maintain records of materials loaded out of each location on a shift by shift basis and provide copies of such records to the CITY Coordinator.

#### **GENERAL PROVISIONS**

1. This agreement may be terminated by mutual written consent of both parties. Intent to terminate must include a 30 day notification to the other party prior to termination. Termination will not affect obligations for restocking arising prior to the termination of this Agreement. ODOT may terminate this agreement effective upon delivery of written notice to CITY, or at such later date as may be established by ODOT, under any of the following conditions:
  - a. If CITY fails to provide services called for by this agreement within the time specified herein or any extension thereof.
  - b. If CITY fails to perform any of the other provisions of this agreement, or so fails to pursue the work as to endanger performance of this agreement in accordance with its terms, and after receipt of written notice from ODOT fails to correct such failures within 10 days or such longer period as ODOT may authorize.



- c. **If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this agreement is prohibited or if ODOT is prohibited from paying for such work from the planned funding source:**

**Any termination of this agreement shall not prejudice any rights or obligations accrued to the parties prior to termination.**

2. **If CITY fails to restock the sanding materials used in accordance with the terms of this agreement, ODOT, at its option, may restock the facility and bill CITY, seek an injunction to enforce the duties and obligations of this agreement or take any other action allowed by law.**
3. **This agreement is not intended to be exclusive among the parties. Either party may enter into separate agreements or mutual aid agreements with any other entity. No such separate agreement shall terminate any responsibility under this agreement, except as provided above in Section 2 of TERMS OF AGREEMENT.**
4. **This agreement and attached exhibits constitute the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this agreement. No waiver, consent, modification or change of terms of this agreement shall bind either party unless in writing and signed by both parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODOT to enforce any provision of this agreement shall not constitute a waiver by ODOT of that or any other provision.**

**IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.**

**The Oregon Transportation Commission on February 13, 2002, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations when the work is related to a project included in the Statewide Transportation Improvement Program or a line item in the biennial budget approved by the Commission.**

**On September 6, 2002, the Director of the Oregon Department of Transportation approved Subdelegation Order No. 2, in which the Director grants authority to the Branch and Region Managers for their respective Branch or Region, to approve and execute agreements up to \$75,000 when the work is related to a project included in the Statewide Transportation Improvement Program, other system plans approved by the Commission such as the Traffic Safety Performance Plan, or in a line item in the approved biennial budget.**

**EXHIBIT A  
ODOT MC & A #20,456**

**ODOT Storage Facilities  
For Storage of Sanding Materials**

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**NE 101<sup>ST</sup> & N.E. Marx Street**

**SE 96<sup>th</sup> & E. Powell Blvd.**

**ODOT Baldock Maintenance Yard  
9635 SW 35<sup>th</sup> DR**

**ODOT Sylvan Maintenance Yard  
2131 SW Scholls Ferry RD**

# **ORDINANCE No. 177910**

## **\*Agreement with the State of Oregon for cooperative assistance during the snow and ice operations (Ordinance)**

**The City of Portland ordains:**

**Section 1. The Council finds:**

- 1. That State law (ORS 401 and 180) provides for the collaboration among public agencies.**
- 2. That the State and City have had such an agreement in place previously and this agreement would supersede Ordinance No. 170807 dated January 02, 1997.**
- 3. The terms of this agreement will include the City's Annual Snow and Ice Plan, to be updated in September 2003.**
- 4. That continued development of such collaboration is in the public interest.**

**NOW, THEREFORE, the Council directs:**

- a. The Mayor and the Auditor are authorized to execute a public works cooperative assistance agreement, attaches as exhibit A, with Region 1 of the Oregon Highway Division.**
- b. That the City Auditor shall forward all five signed copies of the Agreement to the State of Oregon, Department of Transportation, Region 1 office.**
- c. That this agreement, when executed, supersedes Ordinance No. 170807.**

**Section 2. The Council declares that an emergency exists because a delay in proceeding with this Agreement could deprive the City of available assistance in the event of a snow or ice incident; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.**

**APPENDIX I.**

**Anti-Icing Group**

---

**FY 2003-04**

<b>1. BRANCH:</b> A		<b>2. DIVISION/GRP:</b> ANTI-ICING (DAY OPERATIONS)		<b>DIVISION ASSIGNMENT LIST ICS 204</b>			
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>	<b>DATE:</b>	<b>TIME:</b>		
<b>OPERATIONS CHIEF: S. IRVING</b>				<b>DIVISION/GRP SUPERVISORS: Kc Christensen 2003</b>			
<b>BRANCH DIRECTOR : M. Boyle</b>							
<b>5. OPERATIONS PERSONNEL</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>							
<b>DESIGNATOR</b>	<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>		
Route 1	A	Goodgame, T.	PW 668		No		
(1000 gal)	A	Adams, R.	PW 668		No		
	S						
Route 2	A	Nelson, O.	PW 380		No		
(500 gal)	A	Nutt-Kraft, J.	PW 380		No		
	S						
Route 3	A	Melton, T.	PW 519		No		
(1000 gal)	A	Williams, Doc	PW 519		No		
	S						
Route 4	A	Hubert, C.	PW 381		No		
(500 gal)	A	Sharifi, H.	PW 381		No		
Mobile Refill	A	Assigned as needed	PW 334	No	No		
Albina Tank	A	Merck, M./Seasonal	PW 616	No	No		
Stanton Tank	A	Merck, M./Seasonal	PW 615	No	No		
<b>8. SPECIAL INSTRUCTIONS</b>							
Service truck assigned to Hazard Group provides service to this group also.							
Alternate - Pilcher, S / Wade, T							
<b>9. DIVISION/GRP COMMUNICATIONS SUMMARY</b>							
<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMAND</b>	BoM Dispatch	BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>Div/Grp</b>	BOMTAC6	BoM	B02				
<b>EQ</b>							

<b>1. BRANCH:</b> a	<b>2. DIVISION/GRP:</b> ANTI-ICING (NIGHT OPERATIONS)	<b>DIVISION ASSIGNMENT LIST ICS 204</b>
------------------------	--	---

<b>3. INCIDENT NAME:</b>	<b>4. OPERATIONAL PERIOD</b>	<b>DATE:</b>	<b>TIME:</b>
--------------------------	------------------------------	--------------	--------------

**5. OPERATIONS PERSONNEL**

<b>OPERATIONS CHIEF:</b> R. JOHNSON	<b>DIVISION/GRP SUPERVISOR:</b> Thrienen, T 2003
-------------------------------------	--

<b>BRANCH DIRECTOR</b> Williams, K
------------------------------------

**6. RESOURCES ASSIGNED THIS PERIOD**

DESIGNATOR	OPERATOR	TRUCK/ EQ UNIT	PRODUCT	FLOW	COMMENTS
Route 1	B Miller, Marina	PW 668	CMA	No	
Scribe	B Robinson, Rachel				
Alternate	B	PW 668		No	
Route 2	B Goulet, Aaron	PW 380	CMA	No	
Scribe	B Kennison, Kerry				
Alternate	B Curtean, Issia	PW 380		No	
Route 3	B Boggess, Luke	PW 381	CMA	No	
Scribe	B Roper, Gary				
Alternate	B Morris, Mike	PW 381		No	
Route 4	B Jobe, Garry	PW 519	NC 3000	Yes	
Scribe	B UWI / Soap, Sem				
Alternate	B UWII / Vacant	PW 519		Yes	
Pick-up	B Temps (2) CMA Mixing	PW 616			

**8. SPECIAL INSTRUCTIONS**

**9. TALK GROUP COMMUNICATIONS SCHEDULE**

FUNCTION	TALK GROUP	SYSTEM	CHAN	FUNCTION	TALK GROUP	SYSTEM	CHAN
DISPATCH	BoM Dispatch	BoM	A01	SUPPORT	Supt Serv	BoM	A12
DISPATCH	BOMTAC6	BoM	B02				

<b>Prepared by (Resource Unit Ldr)</b>	<b>Approved By (Planning Sect. Ch.)</b>	<b>Date</b>	<b>Time</b>
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**APPENDIX J.**

**HAZARD GROUP**

**FY 2003-04**

<b>1. BRANCH:</b> A		<b>2. DIVISION/GRP:</b> Hazard (Day Operations)		<b>DIVISION ASSIGNMENT LIST</b> ICS 204			
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>	<b>TIME:</b>	
<b>5. OPERATIONS PERSONNEL</b>							
<b>OPERATIONS CHIEF: S. IRVING</b>				<b>DIVISION/GRP SUPERVISOR Brown, J 2003</b>			
<b>BRANCH DIRECTOR : Boyle, M</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>FLOW</b>	<b>COMMENTS</b>	
Rt. 1 SW	A	McGarry, T	PW 48	E 388	E 471		
Rt. 2 NW	A	Smith, Rick	PW 50	Built in	E 435		
Rt. 3 N-NE	A	Hochhalter, B.	PW 576	E 595	Schmidt		
Rt. 4 SE	A	Farlow, E	PW 477	E 596	Schmidt		
Rt 5-N 82E	A	Sperling, M	PW 44	E 551	E 458		
Rt 5-S 82E	A	Brooks, D	PW 56	Built in	E 433		
Bridge 1	A	Martin, A	PW 47	E 552	E 550		
Bridge 2	A	Krieger, L/ Wade, T	PW 665	E 331	E 452		
Hot Spots - W	A	Bixel, R	PW 547	Drop in	Yes		
	A	Penwell, D.					
Hot Spots - E	A	Justice, J	PW 545	Drop in	Yes		
	A	Goff, T					
Srv Trk West	A	Peterson, P	PW 383	No	No		
	A	Calvert, J					
Srv Trk East	A	Bartlett, P.	PW 627	No	No		
	A	Smith, Randy					
<b>8. SPECIAL INSTRUCTIONS</b>							
Seasonals Available: 2 persons to be hired							
Alternate CDL Drivers available from Ht. Spot Trucks and Service trucks							
<b>9. DIVISION (GROUP) COMMUNICATION SUMMARY</b>							
<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMAND</b>	BoM Dispatch	BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>DD/Gap</b>	BOMTAC 6	BoM	B02				
<b>Prepared by (Resource Unit Ldr)</b>			<b>Approved By (Planning Sect. Ch.)</b>			<b>Date</b>	<b>Time</b>



<b>1. BRANCH:</b> a		<b>3. DIVISION/GRP:</b> HAZARD GROUP (NIGHTS)		<b>DIVISION ASSIGNMENT LIST</b>			ICS 204
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>	<b>DATE:</b>	<b>TIME:</b>		
<b>5. OPERATIONS PERSONNEL</b>							
<b>OPERATIONS CHIEF: R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Ed Somers 2003</b>			
<b>BRANCH DIRECTOR: K. Williams</b>							
<b>6. RESOURCES ASSIGNED WITHIN PERIOD</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>	
RT 1 SW	B	Bea, K	PW 50	Built In	Yes		
RT 2 NW	B	Dressler, B	PW 56	Built In	Yes		
RT 3 NNE	B	Jackson, G	PW 48	E 388	Yes E471		
RT 4 SE	B	Binschus, O	PW 665	E 331	Yes		
R5N-82E	B	Hughes, S	PW 576	E 595	Yes		
R5S-82E	B	Grimm, W	PW 477	E 294	Yes		
Bridge 1	B	Daniels, T	PW 47	E 552	Yes		
Bridge 2	B	Magnett, R	PW 44	E 551	Yes		
Service 1	B	Ward, Art	PW 545	Drop In	Yes		
	B	Curtean, I					
Service 2	B	Casey, P	PW 547	Drop In	Yes		
	B	Morris, M					
Pickup		Sterling, C Yard steps, stairs & walks	PW 032	N/A	N/A		
<b>8. SPECIAL INSTRUCTIONS</b>							
<b>9. DIVISION/GROUP COMMUNICATIONS SUMMARY</b>							
<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMAND</b>	BoM Dispatch	BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>DISPATCH</b>	BOMTAC 6	BoM	B02				
<b>Prepared by (Resource Unit Ldr)</b>			<b>Approved By (Planning Sect. Ch.)</b>		<b>Date</b>	<b>Time</b>	

## CRITICAL LOCATIONS NORTH

### **FIRE AND POLICE STATIONS:**

Engine #8 & Truck 8	7134 N Maryland
Engine #17	12070 N Jantzen
Engine #22 & Truck 22 & Rescue 22	7205 N Alta
Engine #24 & Rescue 24	4515 N Maryland
Engine #26	5247 N Lombard
North Precinct PPD	7216 N Philadelphia

### **HOSPITALS AND AMBULANCE BASES:**

Bess Kaiser Hospital	5055 N Greeley
Emmanuel Hospital	2801 N Gantenbein

### **NURSING HOMES:**

Harvest Home	6921 N Roberts
Willamette Nursing Home	3125 N Willamette Blvd.

### **CITY MAINTAINED BRIDGES AND VIADUCTS;**

Burgard Street viaduct	over RR tracks near Terminal Rd
Greeley Ave viaduct	over Going St
Columbia Blvd overpass	over RR tracks near Chimney Pk
Swan Island viaduct	on Going over RR tracks
Vancouver Ave viaduct	south of Columbia Blvd
Willamette Blvd viaduct	near Washburne Ave

## CRITICAL LOCATIONS NORTHEAST

### **FIRE AND POLICE STATIONS:**

Engine #19	7301 E Burnside
Engine #13 & Truck 13 & Rescue 13	926 NE Weidler
Engine #14 & Rescue 14	1905 NE Killingsworth
Engine #40 & Truck 40	5916 NE Going St
East Precinct PPD	4735 E Burnside

### **HOSPITALS AND AMBULANCE BASES:**

Providentce Medical Center	700 NE 47th
AA Ambulance Service	2529 N Ross
American Ambulance (also Care Ambulance)	3201 NE Broadway
Holladay Park Hospital	NE 3rd and NE Multnomah

### **NURSING HOMES:**

Rose City Nursing Home	34 NE 20th
Del's Care Center, Inc.	319 NE Russett
Jallo's Nursing Home	5737 NE 37th
The Open Heart	633 NE Graham
Porthaven Nursing Home	5330 NE Prescott

### **CITY MAINTAINED BRIDGES AND VIADUCTS;**

Glisan St viaduct	near 90th
Claremont St viaduct	in Woodland Park
Halsey St viaduct at 68th	over Banfield Freeway
12th Ave viaduct	over Sullivan's Gulch
21st Ave viaduct	over Banfield Freeway
21st Ave viaduct	over Columbia Slough
28th Ave viaduct	over Banfield Freeway
33rd Ave viaduct	over Banfield Freeway
33rd Ave viaduct	over Lombard St
33rd Ave viaduct	over Columbia Blvd
39th Ave viaduct	over Banfield Freeway
47th Ave viaduct	over Banfield Freeway
53rd Ave viaduct	over Banfield Freeway
60th Ave viaduct	over Banfield Freeway
74th Ave viaduct	over Banfield Freeway

**CRITICAL LOCATIONS NORTHWEST**

**FIRE AND POLICE STATIONS:**

<b>Engine #3 &amp; Truck 3 &amp; Rescue 3</b>	<b>1715 NW Johnson</b>
<b>Engine #6 &amp; Boat 6</b>	<b>3660 NW Front</b>

**HOSPITALS AND AMBULANCE BASES:**

<b>Good Samaritan Hospital</b>	<b>1015 NW 22nd</b>
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**NURSING HOMES:**

<b>Flanders St Care Center</b>	<b>2363 NW Flanders</b>
<b>Gard Convalescent</b>	<b>800 NW 25th</b>
<b>Marshall St Care Center</b>	<b>2566 NW Marshall</b>
<b>Bishop/Moris Healthcare</b>	<b>2430 NW Marshall</b>
<b>Terrace Gardens Nursing Center</b>	<b>2250 NW Kearney</b>

**CITY MAINTAINED BRIDGES AND VIADUCTS;**

<b>Alexandra Ave. viaduct</b>	<b>Gordon St to Mayfair Ave</b>
<b>Kittridge overpass</b>	<b>over RR tracks</b>
<b>Lovejoy &amp; 10th Ave ramps</b>	<b>to Broadway Bridge</b>
<b>Thurman Street Bridge</b>	<b>over Macleay Park</b>

**CRITICAL LOCATIONS SOUTHEAST**

**FIRE AND POLICE STATIONS:**

<b>Engine #7 &amp; Boat 1</b>	<b>5 SE Madison</b>
<b>Engine #9 &amp; Rescue 9</b>	<b>900 SE 35th</b>
<b>Engine #11</b>	<b>5707 SE 92nd</b>
<b>Engine #20</b>	<b>2235 SE Bybee Blvd</b>
<b>Engine #23 &amp; HazMat Team</b>	<b>2915 SE 13th Pl</b>
<b>Engine #25 &amp; Truck 25 &amp; Rescue 25</b>	<b>5211 SE Mall</b>

**HOSPITALS AND AMBULANCE BASES:**

<b>Eastmoreland General Hospital</b>	<b>2900 SE Stark</b>
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**NURSING HOMES:**

<b>Belmont Care Center</b>	<b>4914 SE Belmont</b>
<b>Davis Home for the Aged</b>	<b>1800 SE 39th</b>
<b>Durano-Gonzales Nursing Home</b>	<b>812 SE 48th</b>
<b>Friendship Health Center</b>	<b>3320 SE Holgate</b>
<b>Laurelhurst Care Center</b>	<b>2827 SE Salmon</b>
<b>Mt. St. Joseph's Residence and Extended Care Center</b>	<b>3060 SE Stark</b>
<b>Mt. Tabor Care Center</b>	<b>7100 SE Division</b>
<b>Reedwood Extended Care Center</b>	<b>3540 SE Francis</b>
<b>Victoria Nursing Home</b>	<b>3339 SE Division</b>
<b>Portland Adventist Convalescent</b>	<b>6040 SE Belmont</b>

**CITY MAINTAINED BRIDGES AND VIADUCTS:**

<b>Harney Street Bridge</b>	<b>over Johnson Creek</b>
<b>Holgate Blvd viaduct</b>	<b>over S.P. Yards</b>
<b>Lambert Street Bridge</b>	<b>over Crystal Springs Creek</b>
<b>Nehalem Street Bridge</b>	<b>over Crystal Springs Creek</b>
<b>Ochocco Street Bridge</b>	<b>over Johnson Creek</b>
<b>Tacoma Street Bridge</b>	<b>over Johnson Creek</b>
<b>Umatilla Street Bridge</b>	<b>over Johnson Creek</b>

**CRITICAL LOCATIONS SOUTHWEST**

**FIRE AND POLICE STATIONS:**

<b>Engine #10</b>	<b>451 SW Taylors Ferry Rd</b>
<b>Engine #15</b>	<b>1920 SW Spring</b>
<b>Engine #5</b>	<b>1505 SW Dewitt</b>
<b>Engine #4 &amp; Truck 4</b>	<b>511 SW College</b>
<b>Engine #18</b>	<b>8720 SW 30th Ave</b>

**HOSPITALS AND AMBULANCE BASES:**

<b>US Veterans Admin Hospital</b>	<b>SW Sam Jackson Rd</b>
<b>University Hospital</b>	<b>SW Sam Jackson Rd</b>
<b>Multnomah County Hospital</b>	<b>SW Sam Jackson Rd</b>

**NURSING HOMES:**

<b>Park View Nursing Home</b>	<b>2425 SW 6th</b>
<b>Roderick Enterprises, Inc</b>	<b>1820 SW Vermont</b>
<b>Crestview Convalescent Center</b>	<b>6530 SW 30th</b>
<b>West Hills Convalescent Center</b>	<b>5701 SW Multnomah</b>
<b>Columbia Manor Nursing Home</b>	<b>6010 SW Shattuck</b>

**CITY MAINTAINED BRIDGES AND VIADUCTS;**

<b>Canyon Rd viaduct</b>	<b>over Jefferson, N &amp; S bridge</b>
<b>Vista Ave viaduct</b>	<b>over Canyon Rd</b>
<b>Greenway Ave viaduct</b>	<b>over Talbot Rd</b>
<b>Montgomery Dr viaduct</b>	<b>at SW 12th</b>
<b>Vista Ave semi-viaduct</b>	<b>between 2nd &amp; 4th</b>
<b>Vista Ave semi-viaduct</b>	<b>near SW Hillcrest Dr</b>

CRITICAL LOCATIONS I-205 EAST (EAST COUNTY)

FIRE AND POLICE STATIONS:

Engine #2	4800 NE 122nd
Engine #41 & Truck 41 & Rescue 41	1500 SE 122nd
Engine #42	13310 SE Foster Rd
Engine #43	13313 NE San Rafael
Oregon State Police	3700 SE 92nd

HOSPITALS AND AMBULANCE BASES:

NURSING HOMES:

Park Forest Care Center	8643 NE Prescott
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CITY MAINTAINED BRIDGES, VIADUCTS AND HAZARD AREAS:

NE 105 between Simpson & Clark	bridge over water drainage
NE 112 from Marx to Fremont	hill
NE 122nd from Marx to Morris	hill
122nd to Rose Parkway east to west	flat ground
NE Fremont 122nd to 120th	
NE 131st Pl, from Failing to Fremont	hill
NE 141st from Fremont to Sandy Blvd	hill
NE 92nd from Halsey to Eugene	hill
NE 89th from Fremont to 91st	hill
NE Prescott from 92nd to 94th	bridge over I-205
NE Sandy from 92nd to 94th	bridge over I-205
NE Killingsorth from 95th to 96th	bridge over I-205
NE 102nd from Sandy to Morris	hill and bridge over I-84
NE 105th from Marx to I-84	hill
NE Halsey from 92nd to 100th	hill and bridge over I-205 and I-84
NE 148th from Broadway to I-84	hill
NE 148th from Stanton St to Klickitat	hill
NE 148th from Halsey to Holladay	hill
NE 162nd from Sandy Blvd to San Rafael	hill
NE 162nd from Halsey to Holladay	hill
NE Halsey from 162nd to 154th	
NE 181st from Sandy Blvd to San Rafael	
SE Cherry Blossom Dr, Market-Washington	
SE Stark from 115th to 118th	hill
SE 92nd and Flavel overpass	over Johnson Creek
SE Flavel overpass	over Johnson Creek
SE 92nd from Crystal Springs Blvd to Sun Crest Dr city limits	hill
SE Mr Scott Blvd from Knapp to 112th	hill
SE 112th from Foster Rd to Mt Scott	hill
SE Barbara Welch Rd from Foster to 152nd city limits	hill
SE Flavel from 112th to Deardorf Rd	hill
SE Deardorf Rd from 134th to Glenwood to Clatsop	hill
SE 136th from Ramona and Holgate	hill
SE 136th from Holgate to Center	hill

**CITY MAINTAINED BRIDGES, VIADUCTS AND HAZARD AREAS: (CON'T)**

<b>SE 122nd from Ellis to Foster</b>	<b>hill</b>
<b>SE 122nd from Foster to Flavel hill from Brookside to Flavel</b>	<b>hill and bridge over Johnson Cr,</b>
<b>NE Glisan overpass</b>	<b>I-205</b>
<b>E Burnside overpass</b>	<b>I-205</b>
<b>SE Stark-Washington overpass</b>	<b>I-205</b>
<b>SE Market overpass</b>	<b>I-205</b>
<b>SE Holgate overpass</b>	<b>I-205</b>



**APPENDIX K.**

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**DIVISION 1  
CENTRAL BUSINESS DISTRICT  
NORTHWEST**

**FY 2003-04**

<b>1. BRANCH:</b> A	<b>2. DIVISION/GRP:</b> Division 1 (CBD/NW) Page 1 of 2	<b>DIVISION ASSIGNMENT LIST ICS 204</b>
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<b>3. INCIDENT NAME:</b>	<b>4. OPERATIONAL PERIOD</b>	<b>DATE:</b>	<b>TIME:</b>
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<b>5. OPERATIONS PERSONNEL</b>	
<b>OPERATIONS CHIEF:</b> S. IRVING / R. JOHNSON	<b>DIVISION/GRP SUPERVISOR:</b> Bean, G/Broome, D 2003

**BRANCH DIRECTOR :** Boyle, M / Williams, K

<b>6. RESOURCES ASSIGNED THIS PERIOD</b>
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DESIGNATOR	OPERATOR	TRUCK/ EQ UNIT	SANDER	PLOW	COMMENTS
NW Core Area, E.B.	A	Nutt, Jackson	PW 662	E 323	Yes
	B	Willison, Michael	PW 662	E 323	Yes
	S		PW 662	E 323	Yes
NW Core Area, N.B. 1	A	Thury, Michael	PW 79	E 334	Yes
	B	Aplington, Terry	PW 79	E 334	Yes
	S		PW 79	E 334	Yes
NW Core Area, N.B. 2	A	Tappert, Tim	PW 633	E 295	Yes
	B	Frangipani, Keith	PW 633	E 295	Yes
	S		PW 633	E 295	Yes
Service A	A	Jones, John	PW 699	N/A	N/A
	B	Nelson, Rick	PW 699	N/A	N/A
	S	Harvey, Ted	PW 699	N/A	N/A

**8. SPECIAL INSTRUCTIONS: ALSO SEE PAGE 2**  
**Back up drivers for 12yd trucks: Tappert, Nutt, Gramlich-503-246-4765**  
**Alternate Supervisors: Chris Rawlins, Ted Harvey**

<b>7. DIVISION/GRP COMMUNICATION SERVICES</b>							
<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMAND</b>	BoM Dispatch	BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>DISPATCH</b>	BOMTAC1	BoM	A13				

<b>Prepared by (Resource Unit Ldr)</b>	<b>Approved By (Planning Sect. Ch.)</b>	<b>Date</b>	<b>Time</b>
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<b>1. BRANCH:</b> A	<b>2. DIVISION/GRP:</b> Division 1 (CBD/NW) Page 2 of 2	<b>DIVISION ASSIGNMENT LIST</b>	<b>ICS 204</b>
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<b>3. INCIDENT NAME:</b>	<b>4. OPERATIONAL PERIOD</b>	<b>DATE:</b>	<b>TIME:</b>
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**5. OPERATIONS PERSONNEL**

<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>	<b>DIVISION/GRP SUPERVISOR: Bean,G/Broome,D 2003</b>
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**BRANCH DIRECTOR : Boyle M./ Williams, K**

**6. RESOURCES ASSIGNED THIS PERIOD**

DESIGNATOR	OPERATOR	TRUCK/ EQ UNIT	SANDER	FLOW	COMMENTS
NW Route 1	A Shelton, Frank	PW 80	E 349	No	
	B Coryell, James	PW 80	E 349	No	
	S	PW 80	E 349	No	
NW Route 2	A Rawlins, Chris	PW 159	E 335	Yes	
	B Eisenach, Darrick	PW 159	E 335	Yes	
	S	PW 159	E 335	Yes	
NW Route 3	A Hoyt, Ryan	PW 362	E 289	Yes	
	B Frangipani, Brian	PW 362	E 289	Yes	
	S	PW 362	E 289	Yes	
Service B	A Nelson, Todd	PW 328	N/A	N/A	
	B Van Orsow, Dan	PW 328	N/A	N/A	
	S		N/A	N/A	

**8. SPECIAL INSTRUCTIONS:**  
**MESSAGE CENTER: LOGISTICS**  
**BOSTWICK, ROSEMARY 503-245-5444**  
**PUDWILL, WAYNE 503-631-2652**  
**CAMPBELL, MIKE 503-978-0747**  
**ZELLER, MIKE 503-252-8859**

**9. DIVISION/GRP COMMUNICATION SUMMARY**

FUNCTION	TALK GROUP	SYSTEM	CHAN	FUNCTION	TALK GROUP	SYSTEM	CHAN
COMMAND	BoM Dispatch	BoM	A01	SUPPORT	Supt Serv	BoM	A12
INVOLVED	BOMTAC1	BoM	A13				

<b>Prepared by (Resource Unit Ldr)</b>	<b>Approved By (Planning Sect. Ch.)</b>	<b>Date</b>	<b>Time</b>
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**APPENDIX L.**

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**DIVISION 2  
SOUTHWEST**

**FY 2003-04**

<b>1. BRANCH:</b> A		<b>2. DIVISION/GRP:</b> Division 2 (SW) Pg 1 of 2		<b>DIVISION ASSIGNMENT LIST ICS 204</b>				
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>		<b>TIME:</b>	
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Schillaci, P/ Park, M 2003</b>				
<b>BRANCH DIRECTOR : Boyle, M / Williams, K</b>								
<b>OPERATIONS PERSONNEL</b>								
<b>RESOURCES ASSIGNED THIS PERIOD</b>								
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>		
<b>Route 1</b>	A	McBride, T.	PW 663	E 339	E 401			
	B	Encarnacao, D.	PW 663	E 339	E 401			
<b>Route 2</b>	A	Richmond, R.	PW 658	E 344	E 432			
	B	Bedel, K	PW 658	E 344	E 432			
<b>Route 3</b>	A	Scott, D.	PW 48	E 388	E 471			
	B	Spencer, K	PW 48	E 388	E 471			
<b>Route 4</b>	A	Hubbard, R.	PW 657	E 214	79873 Schmidt			
	B	Jackson, S	PW 657	E 214	79873 Schmidt			
<b>Route 5</b>	A	Winward, D.	PW 635	E 332	E 440			
	B	McCuller, L	PW 635	E 332	E 440			
<b>Route 6</b>	A	Hogeland, T.	PW636	E 296	E 442			
	B		PW 636	E 296	E 442			
<b>Route 7</b>	A	Foulke, C	PW 637	E 327	E 439			
	B	Carlson, N.	PW 637	E 327	E 439			
<b>Route 8</b>	A	Gillis, K	PW 475	E 292	E 453			
	B	Lindquist, J.	PW 475	E 292	E 453			
<b>8. SPECIAL INSTRUCTIONS</b>								
<b>DIVISION/GRP COMMUNICATION SUMMARY</b>								
<b>FUNCTION</b>	<b>TALK GROUP</b>		<b>SYSTEM</b>	<b>CHAN</b>	<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMAND</b>	BoM Dispatch		BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>DIVISION/GRP</b>	BOMTAC2		BoM	A14				
<b>Prepared by (Resource Unit Ldr)</b>				<b>Approved By (Planning Sect. Ch.)</b>		<b>Date</b>	<b>Time</b>	







**APPENDIX M.**

**DIVISION 3  
NORTH/NORTHEAST**

**FY 2003-04**

<b>1. BRANCH:</b> B		<b>2. DIVISION/GRP:</b> Division 3 (N/NE) Pg 1 of 2		<b>DIVISION ASSIGNMENT LIST ICS 204</b>					
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>		<b>TIME:</b>		
<b>5 OPERATIONS PERSONNEL</b>									
<b>OPERATIONS CHIEF: IRVING, SAM / JOHNSON, RANDY</b>				<b>DIVISION/GRP SUPERVISOR: Hight/Johnson 2003</b>					
<b>BRANCH DIRECTOR : Krieg/Shephard</b>									
<b>6 RESOURCES ASSIGNED THIS PERIOD</b>									
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>			
<b>Route 1</b>	A	Parker, S.	PW 676	E 326	Schmidt				
	B	Easley, B.	PW 676	E 326	Schmidt				
<b>Route 2</b>	A	Posey, T.	PW 638	E 340	E 441				
	B	Leveque, D.	PW 638	E 340	E 441				
<b>Route 3</b>	A	Phelps, K.	PW 13	E 334	E 438				
	B	Burpee, M.	PW 13	E 334	E 438				
<b>Route 4</b>	A	Todd, M.	PW 659	E 347	E 434				
	B	Washington, M.	PW 659	E 347	E 434				
<b>Route 5</b>	A	Smith, M.	PW 148	E 345	E 399				
	B	Duncan, T.	PW 148	E 345	E 399				
<b>Route 6</b>	A	Teske, S.	PW 476	E 245	E 437				
	B	Byrd, D. (G.)	PW 476	E 245	E 437				
<b>Route 7</b>	A	Long, C.	PW 87	E 386	E 398				
	B	Hamel, M.	PW 87	E 386	E 398				
<b>Route 8</b>	A	Faltersack, T.	PW 574	E 330	E 488				
	B	Munson, J.	PW 574	E 330	E 488				
<b>Route 9</b>	A	Perry, R.	PW	E	E				
	B	Harrison, B	PW	E	E				
<b>Route 10</b>	A	Abbott, M. / Corbell, J	PW	E	E				
	B	Larison, D. / Carr, A.	PW	E	E				
<b>8. SPECIAL INSTRUCTIONS</b>									
<b>9 DIVISION/GRP COMMUNICATIONS SUMMARY</b>									
<b>BRANCH</b>		<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>BRANCH</b>		<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMAND</b>		BoM Dispatch	BoM	A01	<b>SUBDIV</b>		Supt Serv	BoM	A12
<b>DIV/GRP</b>		BOMTAC3	BoM	A15					
<b>Prepared by (Resource Unit Ldr)</b>				<b>Approved By (Planning Sect. Ch.)</b>			<b>Date</b>	<b>Time</b>	





**APPENDIX N.**

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**DIVISION 4  
SOUTHEAST**

**FY 2003-04**

<b>1. BRANCH:</b> B		<b>2. DIVISION/GRP:</b> Division 4 (SE) Pg. 1 of 2		<b>DIVISION ASSIGNMENT LIST ICS 204</b>			
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>	<b>TIME:</b>	
<b>5. OPERATIONS PERSONNEL</b>							
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Johnson, P/ Harrington, D 2003</b>			
<b>BRANCH DIRECTOR : Krieg/Shephard</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>	
Route 1	A	Fisher, E.	PW 578	E 320	E 460		
	B	McMahan, J	PW 578	E 320	E 460		
	S		PW 578	E 320	E 460		
Route 2	A	Elder, C.	PW 579	E 387	E 446		
	B	Gallant, T.	PW 579	E 387	E 446		
	S		PW 579	E 387	E 446		
Route 3	A	Nelson, D.	PW 153	E 338	E 450		
	B	Benz, D.	PW 153	E 338	E 450		
	S	Brake, P.	PW 153	E 338	E 450		
Route 4	A	Tippin, C.	PW 035	E 425	E 459		
	B	Cushman, R.	PW 035	E 425	E 459		
	S	Potts, B.	PW 035	E 425	E 459		
Route 5	A	Chrisan, T.	PW 019	E 424	E 444		
	B	Diaz, E.	PW 019	E 424	E 444		
	S	Dutson, C.	PW 019	E 424	E 444		
<b>8. SPECIAL INSTRUCTIONS</b>							
<b>9. DIVISION/GRUP COMMUNICATION SUMMARY</b>							
<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMUNIT</b>	BoM Dispatch	BoM	A01	<b>STATION</b>	Supt Serv	BoM	A12
<b>Div/Grp</b>	BOMTAC4	BoM	A16				
<b>Prepared by (Resource Unit Ldr)</b>			<b>Approved By (Planning Sect. Ch.)</b>			<b>Date</b>	<b>Time</b>

<b>1. BRANCH:</b> B		<b>2. DIVISION/GRP:</b> Division 4 (SE) Pg. 2 of 2		<b>DIVISION ASSIGNMENT LIST ICS 204</b>				
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>		<b>TIME:</b>	
<b>C. OPERATIONS PERSONNEL</b>								
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Johnson, P/Harrington, D 2003</b>				
<b>BRANCH DIRECTOR : Krieg/Shephard</b>								
<b>D. RESOURCES ASSIGNED THIS PERIOD</b>								
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>		
Route 6	A	Lemke, D.	PW 667	E 342	Western E 402			
	B	Hopper, K.	PW 667	E 342	Western E 402			
	S		PW 667	E 342	Western E 402			
Route 7	A	Ratliff, C.	PW 577	E293				
	B	Balch, S	PW 577	E293				
	S	Ashbaugh, M	PW 577	E293				
Service	A	Beaman, D.	PW 281					
Trucks	A	King, R.						
	B	Pettit, R.	PW 281					
	B	Chin, D.						
<b>8. SPECIAL INSTRUCTIONS</b>								
<b>E. DIVISION/GRP COMMUNICATION SUMMARY</b>								
<b>FUNCTION</b>	<b>TALK GROUP</b>		<b>SYSTEM</b>	<b>CHAN</b>	<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMENTS</b>	BoM Dispatch		BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>DIV/GRP ID#</b>	BOMTAC 4		BoM	A16				
<b>Prepared by (Resource Unit Ldr)</b>				<b>Approved By (Planning Sect. Ch.)</b>		<b>Date</b>	<b>Time</b>	





**APPENDIX O.**

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**DIVISION 5  
FAR EAST**

**FY 2003-04**

<b>1. BRANCH:</b> B		<b>DIVISION/GRP:</b> Division 5 (Far East) Page 1 of 2		<b>DIVISION ASSIGNMENT LIST ICS 204</b>			
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>		<b>TIME:</b>
<b>5. OPERATIONS PERSONNEL</b>							
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Weaver, Scott / Coffman R 2003</b>			
<b>BRANCH DIRECTOR : Krieg/Shephard</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>	
<b>Route 1</b>	A	Hodges, Wayne	PW 287	E 429	E 469		
	B	Pope, David	PW 287	E 429	E 469		
	S		PW 287	E 429	E 469		
<b>Route 2</b>	A	Puha, Dan	PW 410	E 298	E-W410		
	B	Richards, Josh	PW 410	E 298	E-W410		
	S	Huey, Nick	PW 410	E 298	E-W410		
<b>Route 3</b>	A	Hjort, Linda	PW 340	E 431	E 467		
	B	Reihl, Kelly*	PW 340	E 431	E 467		
	S		PW 340	E 431	E 467		
<b>Route 4</b>	A	Goff, Ted	PW 359	E 321	E 470		
	B	Blankenship, John	PW 359	E 321	E 470		
	S	Ely, Rick	PW 359	E 321	E 470		
<b>Route 5</b>	A	Vinyard, J	PW 356	E 460	E 444		
	B	Nash Chris	PW 356	E 460	E 444		
	S	Hughes, Ryan	PW 356	E 460	E 444		
<b>8. SPECIAL INSTRUCTIONS</b>							
<b>9. DIVISION/GRUP COMMUNICATION SUMMARY</b>							
<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>DISPATCH</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMEND</b>	BoM Dispatch	BoM	A01	<b>STANDARD</b>	Supt Serv	BoM	A12
<b>DISPATCH</b>	BOMTAC 5	BoM	B01				
<b>Prepared by (Resource Unit Ldr)</b>			<b>Approved By (Planning Sect. Ch.)</b>		<b>Date</b>		<b>Time</b>

<b>1. BRANCH:</b> B		<b>2. DIVISION/GRP: Division 5</b> (Far East) Page 2 of 2		<b>DIVISION ASSIGNMENT LIST ICS 204</b>			
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>	<b>TIME:</b>	
<b>5. OPERATIONS PERSONNEL:</b>							
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Weaver, S / Coffman, R</b>			
<b>BRANCH DIRECTOR: Krieg/Shephard</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD:</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>	
Route 6	A	Sofich, Dennis	PW 286	E 322	E-W286		
	B	Jackson, Clyde	PW 286	E 322	E-W286		
	S		PW 286	E 322	E-W286		
Route 7	A	Davis, Steve	PW 288	E 291	E 468		
	B	Harris, Rick*	PW 288	E 291	E 468		
	S		PW 288	E 291	E 468		
Route 8	A	Casey, Jeff*	PW 413	E 346	E-W413		
	B	Jewett, Jeff	PW 413	E 346	E-W413		
	S	Kemp, Ben	PW 413	E 346	E-W413		
Serv Trk	A	Stewart, Terry	PW 145				
	A	Thorburn, Mar	PW 145				
	B	Halverson, Russ	PW 146				
	B	Bean, Bill	PW 146				
Serv Trk	C	Syphard, David	PW 145				
	C	Lewis, Mark	PW 145				
	S	Wilson, Gayle	PW 146				
	S						
	S						
<b>8. SPECIAL INSTRUCTIONS: * AEO LIST</b>							
<b>ADDITIONAL PERSONNEL: CALVIN MENEGASSI - CDL PERMIT 503-698-5406.</b>							
<b>9. DIVISION/GROUP COMMUNICATION SUMMARY:</b>							
<b>IDENTIFIER</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>		<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>HAN</b>
COMMAND	BoM Dispatch	BoM	A01	SUPPORT	Supt Serv	BoM	A12
DIV/GRP Type	BOMTAC 5	BoM	B01				
<b>Prepared by (Resource Unit Ldr)</b>				<b>Approved By (Planning Sect. Ch.)</b>		<b>Date</b>	<b>Time</b>



**APPENDIX P.**

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**FLYING GROUP**

**FY 2003-04**

<b>1. BRANCH:</b> A		<b>2. DIVISION/GRP:</b> Flying Group		<b>DIVISION ASSIGNMENT LIST</b>		<b>ICS 204</b>	
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>	<b>TIME:</b>	
<b>5. OPERATIONS PERSONNEL</b>							
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Widmer, R / Grant, D</b>			
<b>BRANCH DIRECTOR : Boyle, M./ Williams, K</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>TRUCK/ EQ UNIT</b>	<b>SANDER</b>	<b>PLOW</b>	<b>COMMENTS</b>	
<b>1: SW</b>	A	Vass, George	PW 157	E 328	E 448		
	B	Haugen, Mark	PW 157	E 328	E 448		
<b>2: NW</b>	A	Kropp, Mike	PW 669	E 324	E 403		
	B	Elder, Corky	PW 669	E 324	E 403		
<b>3: N/NE</b>	A	Kortz, Doug	PW 82	E 343	E 397		
	B	Stickel, John	PW 82	E 343	E 397		
<b>4: SE</b>	A	McCown, Keith	PW 83	E 290	E 447		
	B	King, Randy	PW 83	E 290	E 447		
<b>5: Far East</b>	A	Sandretzky, Don	PW 158	E 333	E 446		
	B	Cushman, Ray	PW 158	E 333	E 446		
<b>E Service</b>	A	Berkey, Alan	PW 605	N/A	N/A		
	B	Dutson, Chris	PW 605	N/A	N/A		
<b>W Service</b>	A	McKinney, Ron	PW 691	N/A	N/A		
	B	Martin, Willie	PW 691	N/A	N/A		
<b>8. SPECIAL INSTRUCTIONS</b>							
<b>9. DIVISION/GRP COMMUNICATION SCHEDULE</b>							
<b>DIRECTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>DIRECTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>COMMAND</b>	BoM Dispatch	BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>DIV/GRP</b>	BOMTAC7	BoM	B03				
<b>Prepared by (Resource Unit Ldr)</b>				<b>Approved By (Planning Sect. Ch.)</b>		<b>Date</b>	<b>Time</b>

**APPENDIX Q.**

**LOADING and GRADING GROUP**

**FY 2003-04**

<b>1. BRANCH: B</b> Page 1 of 3		<b>2. DIVISION/GRP: Loading/Grader</b> Group *no graders		<b>DIVISION ASSIGNMENT LIST</b>			ICS 204
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>	<b>DATE:</b>	<b>TIME:</b>		
<b>5. OPERATIONS PERSONNEL</b>							
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Clark, W / Long, B 2003</b>			
<b>BRANCH DIRECTOR : Krieg/Shephard</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>LOADER</b>	<b>BACKUP</b>	<b>RADIO #</b>	<b>COMMENTS</b>	
Recycle Yd	A	Davis, Jim	PW 294	PW 387	530		
Sunderland	B	Gawthorne, Ray.	PW 294	PW 387	530		
Albina Yd	A	Toner, Robert	PW 264	PW 294	531		
	B	Larsen, Terry	PW 264	PW 294	531		
Burnside &	A	Kreis, Russ	PW 109	PW 681	532		
Tichner	B	Obenhaus, Russ	PW 109	PW 681	532		
96 <sup>th</sup> &	A	Nelson, Randy	PW 008	PW 218	533		
Powell	B	Hosmer, Jim	PW 008	PW 218	533		
35 <sup>th</sup> &	A	Kaiyala, Jim	PW 679	PW 678	534		
Taylor's Fry	B	Dearixson, Bob	PW 679	PW 678	534		
101 <sup>st</sup> &	A	Thompson, Paul	PW 124		535		
Marx	B	Winter, Ernie	PW 124		535		
Sylvan Yd	A	Gallagher, Ed	PW 543		536		
& Skyline	B	Rushing, Clarence	PW 543		536		
<b>8. SPECIAL INSTRUCTIONS</b>							
<b>9. DIVISION/GRP COMMUNICATIONS PLAN</b>							
<b>Resource</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>Resource</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>Command</b>	BoM Dispatch	BoM	A01	<b>Supt</b>	Supt Serv	BoM	A12
<b>Dispatch</b>	BOMTAC 8	BoM	B04				
<b>Prepared by (Resource Unit Ldr)</b>			<b>Approved By (Planning Sect. Ch.)</b>			<b>Date</b>	<b>Time</b>



<b>1. BRANCH:</b> B PAGE 2 OF 3		<b>2. DIVISION/GRP: Loading/Grader</b> Group <u>when using Graders</u>		<b>DIVISION ASSIGNMENT LIST</b>			ICS 204
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD:</b>	<b>DATE:</b>	<b>TIME:</b>		
<b>5. OPERATIONAL PERSONNEL</b>							
<b>OPERATIONS CHIEF: S. IRVING / R. JOHNSON</b>				<b>DIVISION/GRP SUPERVISOR: Long, B/Clark, W 2003</b>			
<b>BRANCH DIRECTOR: Krieg/Shephard</b>							
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>							
<b>DESIGNATOR</b>		<b>OPERATOR</b>	<b>LOADER</b>	<b>BACKUP</b>	<b>RADIO #</b>	<b>COMMENTS</b>	
Recycle Yd	A	Winter, Ernie	PW 294	PW 387	530		
Sunderland	B	Gawthorne, Ray	PW 294	PW 387	530		
Albina Yd	A	Toner, Robert	PW 264	PW 294	531		
	B	Larsen, Terry	PW 264	PW 294	531		
Burnside &	A	Kreis, Russ	PW 109	PW 681	532		
Tichner	B	Obenhaus, Russ	PW 109	PW 681	532		
96 <sup>th</sup> &	A	Nelson, Randy	PW 008	PW 218	533		
Powell	B	Hosmer, Jim	PW 008	PW 218	533		
35 <sup>th</sup> &	A	Kaiyala, John	PW 679	PW 678	534		
Taylor's Fry	B	Riehl, Kelly	PW 679	PW 678	534		
101 <sup>st</sup> &	A	Clough, Tom	PW 124		535		
Marx	B	Church, Dan	PW 124		535		
Sylvan Yd	A	Gallagher, Ed	PW 543		536		
& Skyline	B	Gaddis, Tom	PW 543		536		
<b>8. SPECIAL INSTRUCTIONS:</b>							
<b>ALTERNATE OPERATORS:</b>							
<b>DON SCOTT</b>		<b>503-653-8113</b>					
<b>BOB NULL</b>		<b>503-246-4627</b>					
<b>SCOTT PARKER</b>		<b>503-824-4675</b>					
<b>JACK NUTT</b>		<b>503-366-7920</b>					
<b>DANA WINWARD</b>		<b>503-284-9054</b>					
<b>9. DIVISION/GRP COMMUNICATION SCHEDULE</b>							
<b>DISPATCH</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>DISPATCH</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>
<b>DISPATCH</b>	BoM Dispatch	BoM	A01	<b>SUPPORT</b>	Supt Serv	BoM	A12
<b>DISPATCH</b>	BOMTAC 8	BoM	B04				
<b>Prepared by (Resource Unit Ldr)</b>			<b>Approved By (Planning Sect. Ch.)</b>			<b>Date</b>	<b>Time</b>



**APPENDIX R.**

**STREET CLOSURES**

**and**

**CHAIN UP GROUP**

**FY 2003-04**

1. BRANCH: B	2. DIVISION/GRP: Street Close / Chain Up	<b>DIVISION ASSIGNMENT LIST ICS 204</b>	
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3. INCIDENT NAME:	4. OPERATIONAL PERIOD	DATE:	TIME:
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**5. OPERATIONS PERSONNEL**

DIVISION/GRP SUPERVISOR: S. IRVING / R. JOHNSON	DIVISION/GRP SUPERVISOR: Chapman, G / Iwata, D.
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BRANCH DIRECTOR : Krieg/Shephard

DESIGNATOR	OPERATOR	RADIO	PAGER / CELL	TRUCK/EQ UNIT	COMMENTS
St. Close	A Traina, D	495		PW 393	
West	A Juneman, R	484	P-503-795-5826	PW 027	
	B Nielsen, P	472		PW 393	
	B Sherwood, D	489	C-503-781-5785	PW 027	
	S Skinner, R	481			
St. Close	A Griffith, T	466		PW 130	
East	A Littleton, D	482		PW 467	
	B Vance, N	491		PW 130	
	B Pope, S	475		PW 467	
	S				
◇ Chain Up	D Buchanan, J	470	C- 503-484-7884	PW 693	
	D Kennedy, K.	494			
◇ Sign Emer West	D Snodgrass, F Goff, S	476 444	P-503-920-7753 P-503-795-5825	PW 521	
◇ Sign Emer East	D Rush, T Eveland, R	448 492	P-503-323-6925	PW 115	

8. Special Instructions: Meter Program and Sign Shop Activities continue regardless of weather conditions. Staff/Resouces assigned to those activities not addressed in this plan.

Reserve Personnel: (These are pool personnel we are subject to loose by 10-24-02) Slider R, Pilcher, S, Larison, D  
 \*Weekend St. Close coverage thru Phase III: Leben /483, Wilkins / 477, Hibbard, /488, Bryan /490, Thornton / 469, Satchell /479

~~EXEMPTED FROM DUTY SCHEDULE Monday - Friday only~~

**9. DIVISION/GRP: COMMUNICATIONS SERVICES**

DISPATCH	TALK GROUP	SYSTEM	CHAN	DISPATCH	TALK GROUP	SYSTEM	CHAN
COMMERCIAL	BoM Dispatch	BoM	A01	SUPPORT	Supt Serv	BoM	A12
Dist/Sup. Hqs	BOMTAC9	BoM	B05				

Prepared by (Resource Unit Ldr)	Approved By (Planning Sect. Ch.)	Date	Time
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**APPENDIX S.**

**PLANNING SECTION**

**FY 2003-04**

<b>1. SECTION: PLANNING</b>		<b>2. DIVISION/GRP:</b>		<b>DIVISION ASSIGNMENT LIST</b>				<b>ICS 204</b>
<b>3. INCIDENT NAME:</b>			<b>4. OPERATIONAL PERIOD</b>		<b>DATE:</b>		<b>TIME:</b>	
<b>5. OPERATIONS PERSONNEL</b>								
<b>PLANNING SECTION CHIEF: WELCH, L (503)254-0560</b>					<b>09-15-03</b>			
<b>HUTSON, D (503)760-3910</b>								
<b>6. RESOURCES ASSIGNED THIS PERIOD</b>								
<b>DESIGNATOR</b>		<b>STAFF</b>					<b>COMMENTS</b>	
<b>Situation Status</b>	<b>A</b>	<b>Bowen, K</b>						
	<b>B</b>	<b>Eisenach, D</b>						
<b>Resource Status</b>	<b>A</b>	<b>Glick, M</b>						
	<b>B</b>	<b>Harris, M</b>						
<b>Mapping and Display</b>	<b>A</b>	<b>Kemple, F</b>						
	<b>A</b>	<b>Bolden, D</b>						
	<b>B</b>	<b>Richards, M</b>						
	<b>B</b>	<b>Morris, P</b>						
<b>Documentation</b>	<b>A</b>	<b>Williams, R</b>						
	<b>B</b>	<b>Jacobson, J</b>						
<b>Additional Staff</b>	<b>A</b>							
	<b>A</b>							
	<b>B</b>							
	<b>A</b>	<b>OPERATOR</b>		<b>VEHICLE</b>	<b>RADIO #</b>			
<b>Field Obs</b>	<b>A</b>	<b>Berg, S</b>		<b>PW 319</b>	<b>124</b>			
	<b>B</b>	<b>Kolodich, P</b>		<b>PW 315</b>	<b>122</b>			
<b>8. SPECIAL INSTRUCTIONS</b>								
<b>9. DIVISION/GRP COMMUNICATION SUMMARY</b>								
<b>FUNCTION</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	<b>OPERATOR</b>	<b>TALK GROUP</b>	<b>SYSTEM</b>	<b>CHAN</b>	
<b>COMMAND</b>	<b>BoM Mgt</b>	<b>BoM</b>	<b>A11</b>	<b>Supt Serv</b>	<b>Supt Serv</b>	<b>BoM</b>	<b>A12</b>	
<b>DIV/GRP TAG</b>	<b>BOMTAC 3</b>	<b>BoM</b>	<b>A15</b>					
<b>Prepared by (Resource Unit Ldr)</b>			<b>Approved By (Planning Sect. Ch.)</b>			<b>Date</b>	<b>Time</b>	

**APPENDIX T.**

**LOGISTICS SECTION**

**FY 2003-04**

<b>1. SECTION:</b> LOGISTICS PG10F 2	<b>2. DIVISION/GRP:</b> Service Branch	<b>DIVISION ASSIGNMENT LIST</b> ICS 204
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<b>3. INCIDENT NAME:</b>	<b>4. OPERATIONAL PERIOD</b>	<b>DATE:</b>	<b>TIME:</b>
--------------------------	------------------------------	--------------	--------------

<b>5. OPERATIONS PERSONNEL</b>	
LOGISTICS SECTION CHIEF: SIEVERT-MORRIS/WASHINGTON, W	09-15-03

<b>6. RESOURCES ASSIGNED THIS PERIOD</b>					
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DESIGNATOR	OPERATOR	TRUCK/EQ UNIT	SANDER	PLOW	CONTACT
Communications	A	Fritz, K			
	B	Heim, L			
Dispatch	A	Winskowski, R			
	A	Janet DuBoise			
	B	Lanouette, Pamela			
	B	Wilson, Sharon			
Message Center	B	Ellnger, Chris			
	A	Pudwill, W			
	A	Bostwick, R			
	B	Campbell, M			
Supply - Kerby	B	Zeller, M			
	A	Oswald, B			
	A	Peterson, K			
	A	Martin, M			
Supply - Albina	B	Planton, M			
	A	Buhler, J			
	B	Toner, R			
Worker Support	A	Gilmer, J			
Info Technician	A	PDOT IT Support			

<b>8. SPECIAL INSTRUCTIONS</b>
--------------------------------

<b>7. DIVISION/GRP COMMUNICATION SUMMARY</b>							
FUNCTION	TALK GROUP	SYSTEM	CHAN	FUNCTION	TALK GROUP	SYSTEM	CHAN
COMMAND	BoM Mgt	BoM	A11	SUPPORT	Supt Serv	BoM	A12
DISPATCH	BOMTAC 3	BoM	A15				



Prepared by (Resource Unit Ldr)	Approved By (Planning Sect. Ch.)	Date	Time
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1. SECTION: LOGISTICS PG 2 OF 2	2. DIVISION/GRP: Support Branch	<b>DIVISION ASSIGNMENT LIST ICS 204</b>
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3. INCIDENT NAME:	4. OPERATIONAL PERIOD	DATE:	TIME:
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**5. OPERATIONAL PERSONNEL**

LOGISTICS SECTION CHIEF: SIEVERT-MORRIS/WASHINGTON, W	09-15-03
---	----------

SUPPORT BRANCH DIRECTOR : Halverson, G/ Kelsey, T

**6. RESOURCES ASSIGNED TO THIS PERIOD**

DESIGNATOR	OPERATOR	VEHICLE	RADIO #		COMMENTS
Facilities	A	Rice, B			
	B	Stewart, E			
Tool Room	A	Ullmann, T			
	B	Myers, C			
Ground Support	A	Garner, R			
	B				
Chain Room	A	Johnson, JJ			
	B	Bradley, A			
Fuel	A	Linto, M			
	B	Balcom, G			
	B	Simpson, A			

8. SPECIAL INSTRUCTIONS

**9. DIVISION/GROUP COMMUNICATION SUMMARY**

POSITION	TALK GROUP	SYSTEM	CHAN	FUNCTION	TALK GROUP	SYSTEM	CHAN
COMMAND	BoM Mgt	BoM	A11	SUPPORT	Supt Serv	BoM	A12
DM/CP/IC	BOMTAC 3	BoM	A15				

Prepared by (Resource Unit Ldr)	Approved By (Planning Sect. Ch.)	Date	Time
---------------------------------	----------------------------------	------	------

10

11

12

**APPENDIX U.**

**FINANCE SECTION**

**FY 2003-04**



**APPENDIX V.**

**PERSONNEL POOL**

**FY 2003-04**



**APPENDIX W.**

**SNOW ZONES**

**City of Portland  
Snow Zones**

**During the winter season (November 1st, through March 15<sup>th</sup>), West Burnside Street, from West 23<sup>rd</sup> Avenue, to the western city limit and SW Sam Jackson Park Road, from SW Terwilliger Blvd. to O.H.S.U. (about SW Campus Dr.) shall be designated as Snow Zones in accordance with OAR 734-017-0005, through OAR 734-017-0025.**

**O.H.S.U., owner of SW Campus Drive, will be operating SW Campus Drive as a Snow Zone in coordination with what we do with SW Sam Jackson Park Rd. The Incident Commander has the authority to order which snow zone sign rider shall be displayed.**

**Sign placement and layout of the chain-up area for each route is diagramed on the following pages.**

**The ODOT pamphlet "Chains and Traction Tires" is included here for definitions and information.**

**Oregon Administrative Rules 734-017-005 through 734-017-0025 detail application of the Snow Zone concept and are included here for information.**





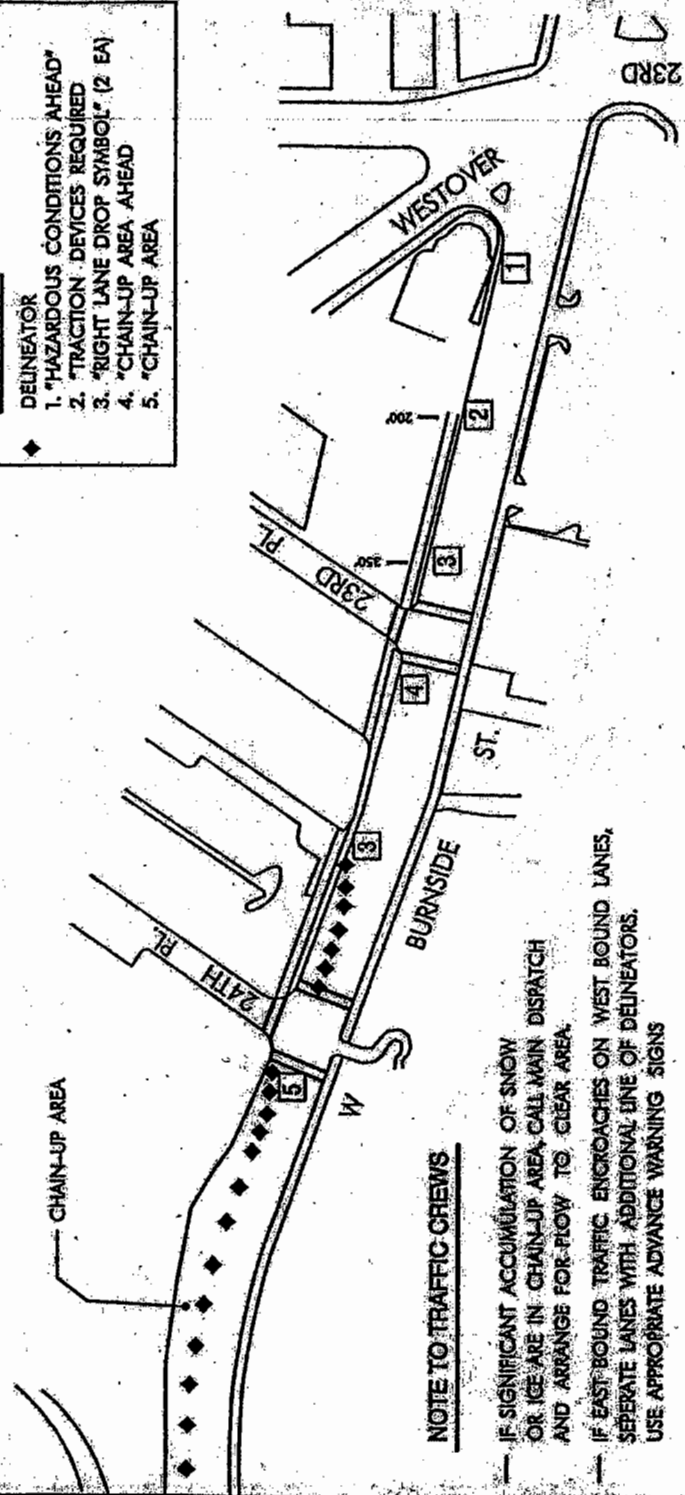
# SNOW & ICE ROUTES

City of Portland - Bureau of Maintenance



## LEGEND

- ◆ DELINEATOR
- 1. "HAZARDOUS CONDITIONS AHEAD"
- 2. "TRACTION DEVICES REQUIRED"
- 3. "RIGHT LANE DROP SYMBOL" (2 EA)
- 4. "CHAIN-UP AREA AHEAD"
- 5. "CHAIN-UP AREA"



### NOTE TO TRAFFIC CREWS

- IF SIGNIFICANT ACCUMULATION OF SNOW OR ICE ARE IN CHAIN-UP AREA, CALL MAIN DISPATCH AND ARRANGE FOR FLOW TO CLEAR AREA.
- IF EAST BOUND TRAFFIC ENCROACHES ON WEST BOUND LANES, SEPARATE LANES WITH ADDITIONAL LINE OF DELINEATORS. USE APPROPRIATE ADVANCE WARNING SIGNS

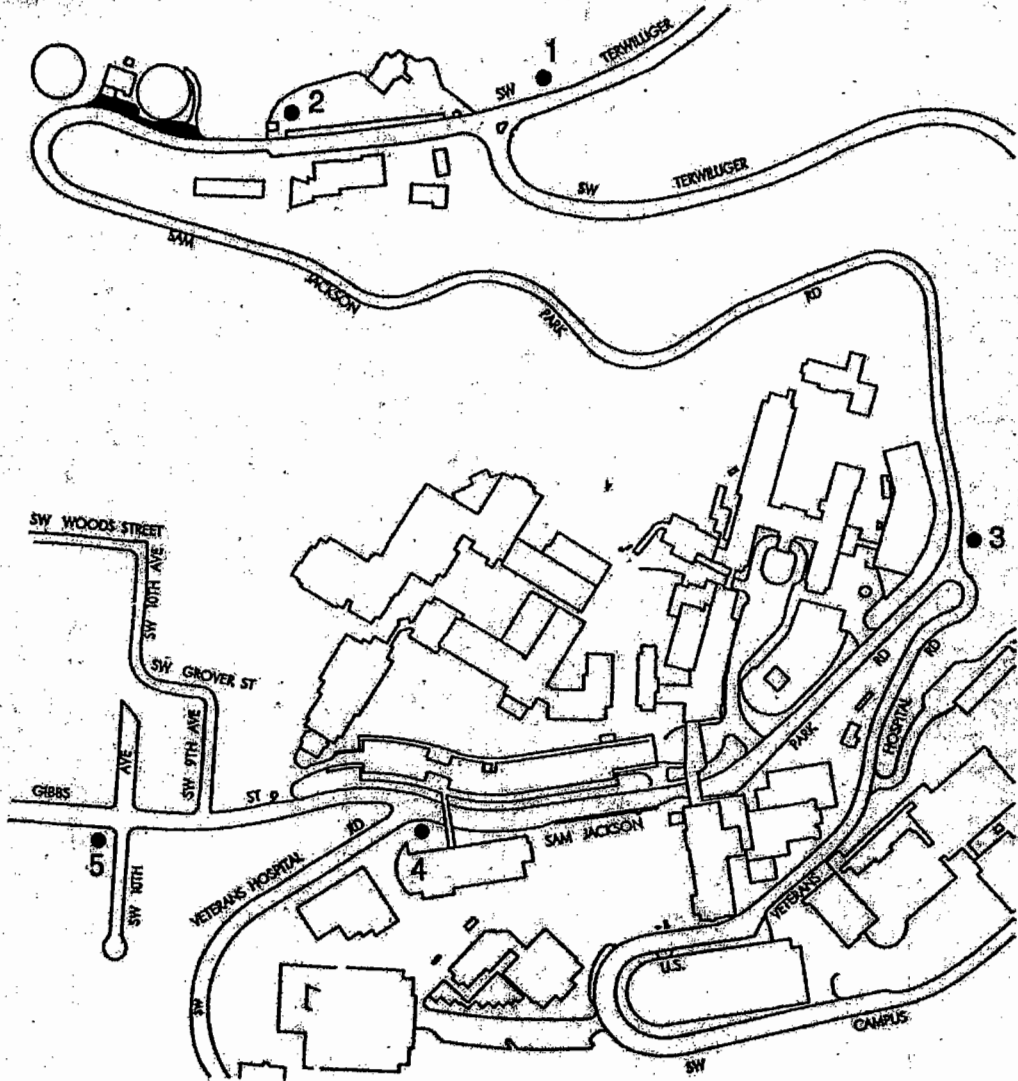


## WEST BURNSIDE CHAIN-UP AREA



# SNOW & ICE ROUTES

City of Portland – Bureau of Maintenance



● SNOW ZONE SIGN LOCATIONS

**LEGEND**

■ = CHAIN UP ZONES



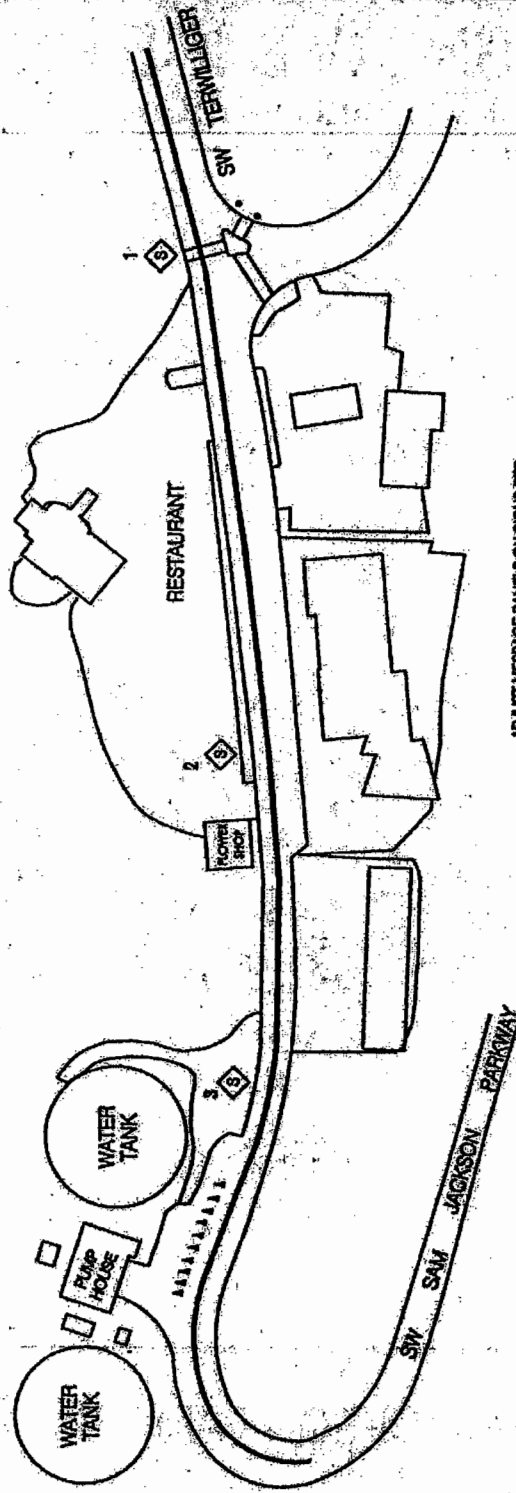
## SAM JACKSON PARKWAY SNOW ZONE



# SNOW & ICE ROUTES

City of Portland - Bureau of Maintenance

SIGN 1 - HAZARDOUS CONDITIONS ON SAM JACKSON PARKWAY  
 SIGN 2 - CHAIN-UP AREA AHEAD  
 SIGN 3 - CHAIN-UP AREA



ADJUST MESSAGE PANELS ON SIGNS PER INSTRUCTIONS OF INCIDENT COMMANDER  
 SAM JACKSON IS TOO NARROW FOR A CHAIN-UP ZONE  
 ZONE MUST BE AT WATER TOWERS  
 ADJUST SIGN PLACEMENT FOR EXISTING SITE CONDITIONS TO ACHIEVE BEST APPROACH VISIBILITY

SNOW ZONE
ADV SIGNS

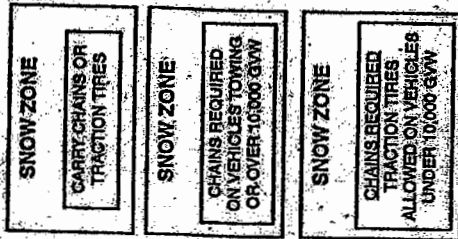
- LEGEND
- ▲ CONE / DELINEATOR
  - ◇ ADV SIGN LOCATIONS



## SAM JACKSON PARKWAY CHAIN-UP AREA

## SIGNING

Signs like these will be posted to let you know the current requirements for chains and traction tires:



### Trucks with Trailers

Trucks with one trailer generally must have chains on four tires of the primary drive axle.

Trucks or tractors with two trailers generally must have chains on four tires of the primary drive axle. When equipped with a secondary drive axle, chains must also be used on two tires of the secondary drive axle.

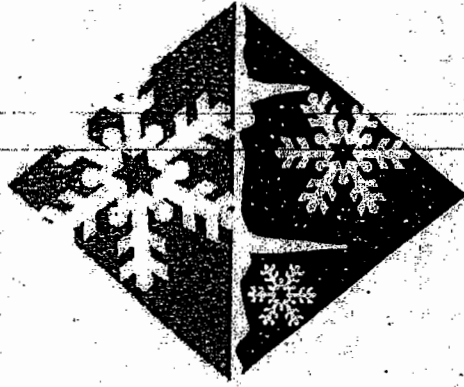
Trailers must have chains on at least one tire on the front axle and one tire on one of the rear axle(s). If the trailer is a semi trailer, chains must be used on two tires on either side of either axle.

Alternate tandem-drive axle trucks with one trailer may comply with the chain rule if chains are on at least two tires on each side of the drive axles.

For specific chain-up requirements for commercial vehicles, contact your local ODOT Port of Entry.

## VIOLATION PENALTIES

Drivers who disobey the signs requiring chains or traction tires are subject to a class C traffic infraction, which carries a bail of \$99. The maximum fine is \$159.



## CHAINS AND TRACTION TIRES

REMEMBER! Oregon's weather can change rapidly, so be prepared. Call ahead for road conditions at 1-800-977-6968. This toll-free number is available from all areas in Oregon. When calling from outside Oregon, dial 1-503-588-2941. For other questions and concerns about ODOT services, call 1-888-ASK-ODOT.



Oregon  
Department  
of Transportation

135 Transportation Bldg., 355 Capital St. N.E.  
Salem, Oregon 97310-1954

Produced in cooperation with the  
Northwest Tire Dealers Association

A GUIDE TO OREGON'S WINTER CHAIN  
REGULATIONS  
Effective November 1, 1997

## OREGON NEW CHAIN AND TRACTION TIRE LAW

Oregon has new laws and rules regarding traction tires and chains, which are effective November 1, 1997.

The new chain law applies to all highways throughout Oregon. When you drive along a highway in winter conditions, you will see signs telling you which vehicles should chain-up and when traction tires are allowed. In some areas of the state, lighted message signs will also advise you about chaining up.

When you see a sign indicating that chains are required, here is what it means: Vehicles towing, being towed or over 10,000 pounds gross vehicle weight (GVW) must use chains. "Chains" include link chains, cable chains or any other device that attaches to the wheel, vehicle, or outside of the tire which is specifically designed to increase traction in ice and snow conditions.

Under some conditions, vehicles weighing 10,000 pounds or less and not towing or being towed may be required to use chains or traction tires in place of chains. A "traction tire" is defined as a studded tire. In the future, the Oregon Transportation Commission will develop criteria for tires that will give drivers an option to studded tires.

## STUDDED TIRES

Studded tires are legal in Oregon from November 1 to April 1. The studs must be made of a rigid material that wears at the same rate as the tire tread. Studs must extend at least .04 inch but not more than .06 inch beyond the tread surface.

## EXEMPTIONS

The following vehicles are completely or partially exempt from the chain laws:

- 1 Police vehicles; fire vehicles, ambulances, and Department of Transportation highway maintenance vehicles when performing their duties.
- 2 A four-wheel or all-wheel drive passenger vehicle if all of the following statements are true:
  - a) It has an unloaded weight of 6,500 pounds or less;
  - b) It is operated to provide power to both front and rear wheels;
  - c) It is carrying chains;
  - d) It has mud and snow, all-weather radial or studded tires on all of its wheels;
  - e) It is not towing another vehicle;
  - f) It is not being operated in a manner or under conditions that cause the vehicle to lose traction.

(NOTE: Although exempt, ODOT vehicles use mud and snow tires and chains in most winter situations. Studded tires are not used on ODOT vehicles because of the damage such tires cause to the highway.)

## CARRY CHAINS OR TRACTION TIRES

When signs say you must carry chains or traction tires, the chains or traction tires must be in or on your vehicle, and they must be the right size for your vehicle and of sufficient number to comply with the chain rules.

## MINIMUM CHAIN REQUIREMENTS

When signs tell you that chains are required on all or certain types of vehicles, chains must be placed as generally described below. Traction tires may be used in place of chains if your vehicle weighs 10,000 pounds or less and is not towing or being towed.

### Automobiles and Light Trucks

Cars and light trucks must use chains on both tires of the drive axle. When towing, chains must also be used on the two outside tires of at least one axle of a trailer that is equipped with a brake.

### Buses and Solo Trucks

Single drive axle buses and solo trucks must have chains on the two outside tires of the drive axle.

A tandem-drive axle bus must have chains on the four outside tires of the drive axles. A tandem-drive axle bus configured with one single-wheel axle and one dual-wheel axle must have chains on the two outside tires of the dual-wheel axle.

734-017-0005

**Definitions**

As used in OAR 734-017-0005 through 734-017-0025, the following definitions apply:

(1) "Traction Tire" — Tires with studs allowed under ORS 815.165, or mud and snow or all-weather radial tires when used on vehicles otherwise exempt under ORS 815.145.

(2) "Chains" — Link chains, cable chains or another device that attaches to the wheel, vehicle, or outside of the tire that is specifically designed to augment the traction of a vehicle under ice or snow conditions.

Stat. Auth.: ORS 184.616, 184.619 and 815.045

Stat. Imp.: ORS 815.045 and 815.140

734-017-0010

**Minimum Chains Required**

When signs are posted in accordance with Division 17 rules requiring chains on all or certain classes of vehicles, chains shall be placed as described in this rule and shown marked in black on Exhibit 1, Minimum Chains Required. Traction tires may be used in place of chains when the gross vehicle weight is 10,000 pounds or less and the vehicle is not towing or being towed.

(1) An automobile or light truck shall have chains on both tires of the drive axle.

(2) An automobile, or light truck towing a trailer shall have chains on both tires of the drive axle and on two outside tires of at least one of the axles of a break-equipped trailer.

(3) Buses:

(a) A single-drive axle bus shall have chains on the two outside tires of the drive axle;

(b) A tandem-drive axle bus shall have chains on the four outside tires of the drive axles; and

(c) A tandem-drive axle bus configured with one single-wheel axle and one dual-wheel axle shall have chains on the two outside tires of the dual-wheel axle.

(4) Solo trucks:

(a) A single-drive axle solo truck shall have chains on the two outside tires of the drive axle; and

(b) A tandem-axle solo truck shall have chains on:

(A) All four tires of the primary drive axle; or

(B) If both axles are powered by the drive line, on either all four inside tires or all four outside tires on both drive axles.

(5) Single-drive axle trucks with trailers:

(a) A single-drive axle truck towing a two or three-axle trailer shall have chains on all four tires of the drive axle and at least one tire on the front axle of the trailer and one tire on one of the rear axle(s) of the trailer;

(b) A single-drive axle truck tractor towing a semi trailer shall have chains on all four tires of the drive axle and two tires on either side of any axle of the semi trailer; and

(c) A single-drive axle truck tractor towing both a semi trailer and a trailer shall have chains on all four tires of the drive axle, two tires on either side of any axle of the semi trailer, and at least one tire on each axle of the trailer.

(6) Tandem-drive axle trucks with trailers:

734-017

1



(a) A tandem-drive axle truck towing a two or three-axle trailer shall have chains on at least two tires on each side of the primary drive axle, one tire of the front axle of the trailer, and one tire on one of the rear axles of the trailer;

(b) A tandem-drive axle truck tractor towing a semi trailer shall have chains on at least two tires on each side of the primary drive axle and two tires on either side of either axle on the semi trailer;

(c) A tandem-drive axle truck tractor towing both a semi trailer and two or three-axle trailer shall have chains on all four tires of the primary drive axle and on two tires of the secondary drive axle. Chains shall also be placed on two tires of either axle on the semi trailer and at least one tire on front and rear axle(s) of the trailer; and

(d) A tandem-drive axle truck tractor towing a semi trailer and a semi-trailer that are connected by kingpin-to-fifth wheel assemblies, commonly referred to as a "B Train," shall have chains on all four tires of the primary drive axle and on two tires of the secondary drive axle. Chains shall also be placed on two tires on either side of any axle of the semi trailer at the B train connection, and on two tires on either side of either axle of the rear semi-trailer.

(7) Alternate tandem-drive axle trucks with trailers. A tandem-drive axle may meet the requirements of this rule if chains are on at least two tires on each side of the drive axles.

Stat. Auth.: ORS 184.616, 184.619 and 815.045

Stat. Imp.: ORS 815.045 and 815.140

734-017-0011

Requirement to Carry Chains or Traction Tires

When chains or traction tires are required to be carried and the appropriate signs are posted, chains or traction tires of sufficient size and number to comply with Division 17 rules must be in the vehicle.

Stat. Auth.: ORS 184.616, 184.619 and 815.045

Stat. Imp.: ORS 815.045 and 815.140

734-017-0015

Use of Chains or Traction Tires

A Department of Transportation District Manager or persons authorized by a District Manager shall authorize the posting of appropriate signs and determine when weather conditions require the following:

(1) Chains or traction tires must be carried but are not required to be used;

(2) Chains must be used on vehicles towing or over 10,000 pounds gross vehicle weight (GVW); and

(3) Chains or traction tires must be used on all vehicles except those vehicles exempt in ORS 815.145 and Division 17 rules.

Stat. Auth.: ORS 184.616, 184.619 and 815.045

Stat. Imp.: ORS 815.045 and 815.140



734-017-0020

**Vehicles Exempt**

Vehicles described in ORS 815.145 when equipped with all-weather radial or mud and snow tires and those operated by the Department of Transportation and used in the maintenance of State highways are exempt from the provisions of ORS 815.140 and Division 17 rules.

Stat. Auth.: ORS 184.616, 184.619 and 815.045

Stat. Imp.: ORS 815.045 and 815.145

734-017-0025

**Signs**

Signs to be used to post areas requiring "chains or chains or traction tires" are shown in detail in Exhibit 2, Signing.

Stat. Auth.: ORS 184.616, 184.619 and 815.045

Stat. Imp.: ORS 815.045 and 815.150

734-017

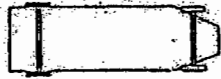
**EXHIBIT 1**  
**(734-017-0010)**

**MINIMUM CHAINS REQUIRED**

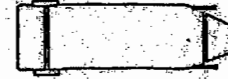
**NOTE:** It is not the intent in these examples to portray or suggest mixing of different types or designs of tires on a single axle. Vehicles towing, being towed or over 10,000 GVW must use chains when "chains or traction tires" are required.

**Section (1): Automobiles and Light Trucks**

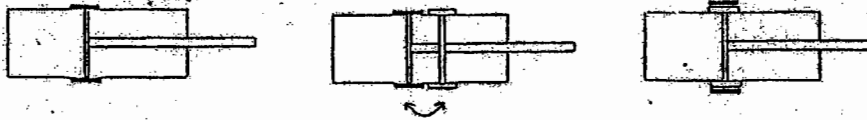
Rear Wheel Drive



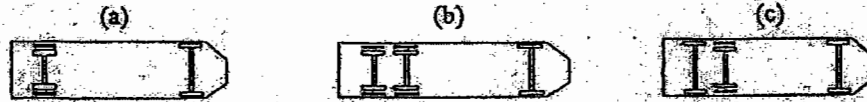
Front Wheel Drive



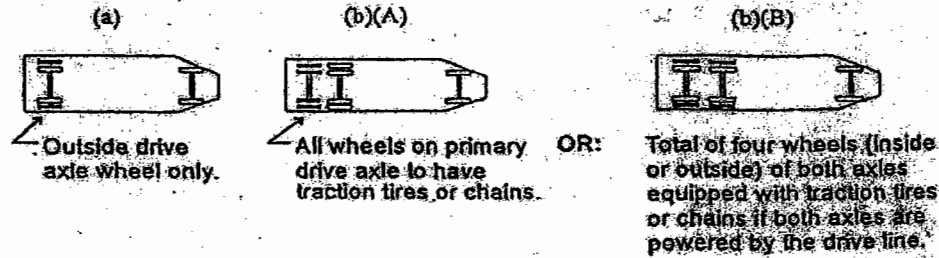
**Section (2): Trailers Towed by Automobiles and Light Trucks**  
(Applies only to brake-equipped trailers)






**Section (3): Buses**



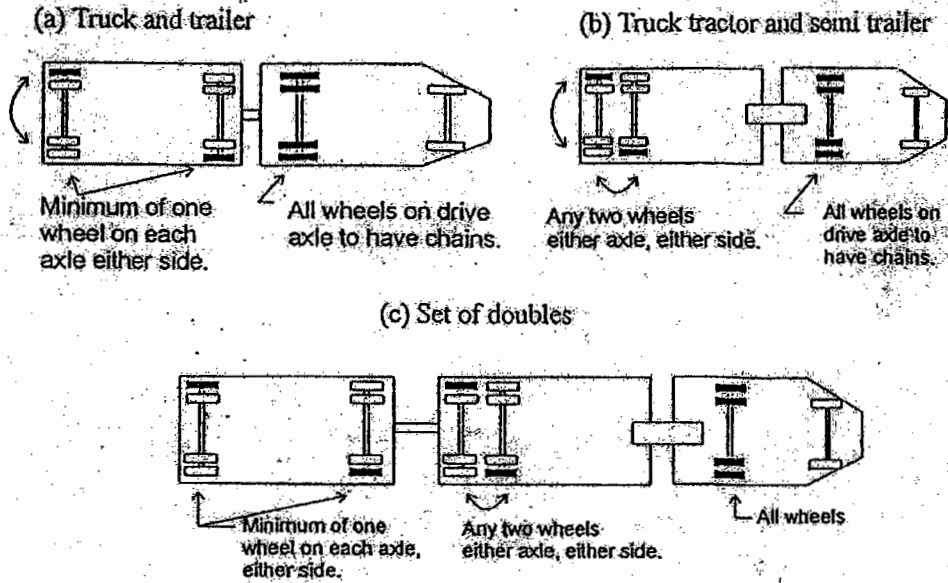
**Section (4): Solo Trucks**



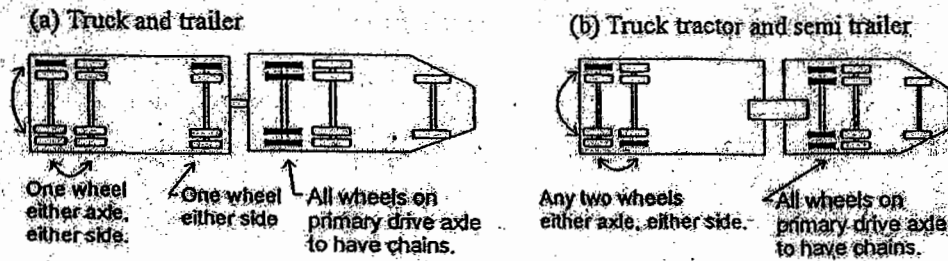
**LEGEND:**

-  Wheel, no traction tire or chains
-  Wheel, with traction tire or chains (Powered axle except for trailers)
-  Traction tire or chains may be placed on either axle




**Section (5): Single-Drive Axle Trucks with Trailers**



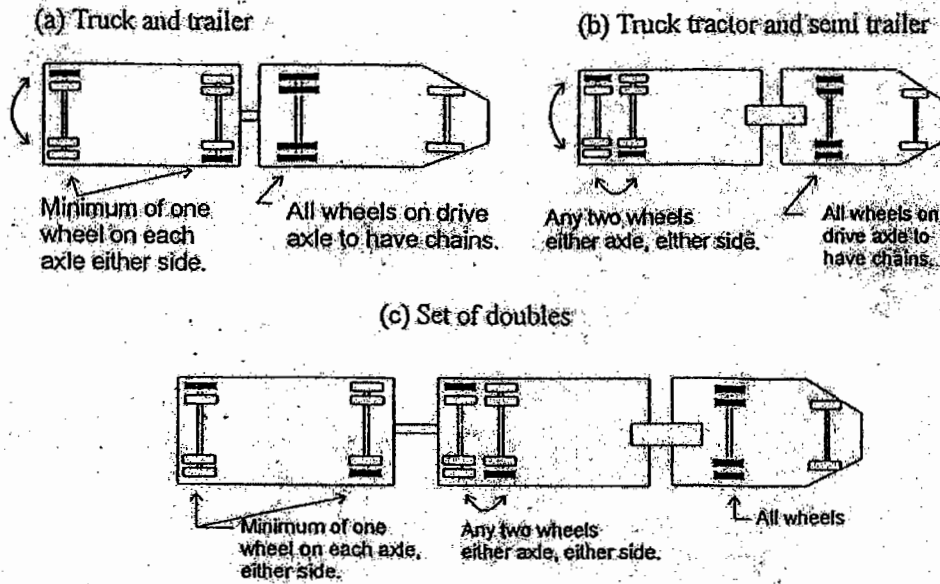
**Section (6): Tandem-Drive Axle Trucks with Trailers**



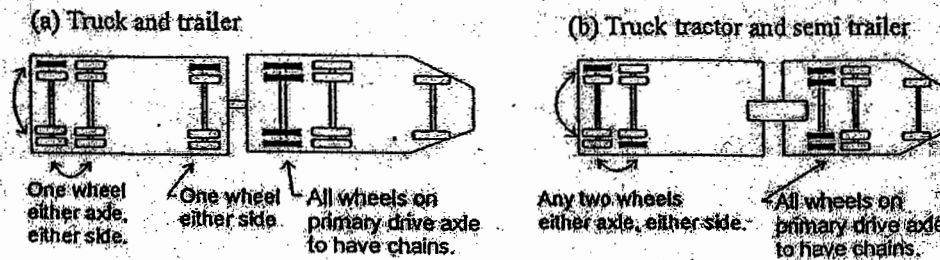
**LEGEND**

-  Wheel, no chain
-  Wheel, with chain (Powered axle except for trailers)
-  Chains may be placed on either axle

**Section (5): Single-Drive Axle Trucks with Trailers**



**Section (6): Tandem-Drive Axle Trucks with Trailers**



**LEGEND**




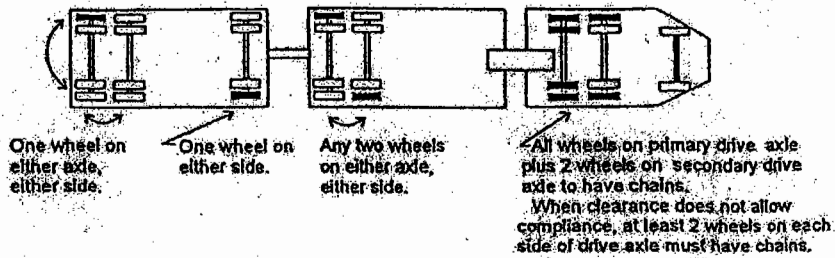
-  Wheel, no chain
-  Wheel, with chain (Powered axle except for trailers)
-  Chains may be placed on either axle

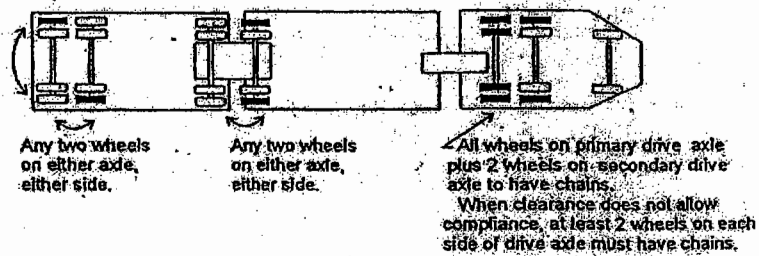
Exhibit 1 (734-017-0010), Page 3

**Section (6): Tandem-Drive Axle Trucks with Trailers (Cont)**

(c) Set of doubles

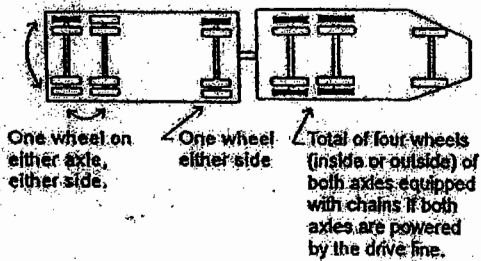


(d) B train

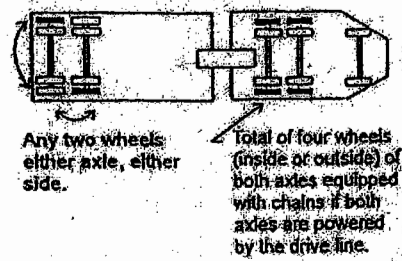


**Section (7): Alternate Tandem-Drive Axle Trucks with Trailers**

Truck and trailer



Truck tractor and semi trailer



**LEGEND**




-  Wheel, no chain
-  Wheel, with chain (Powered axle except for trailers)
-  Chains may be placed on either axle

EXHIBIT 2  
(734-017-0025)

SIGNING

**SNOW ZONE**

CARRY CHAINS OR  
TRACTION TIRES

CHAINS REQUIRED  
ON VEHICLES TOWING  
OR OVER 10,000 GVW

CHAINS REQUIRED  
TRACTION TIRES  
ALLOWED ON VEHICLES  
UNDER 10,000 GVW