

DRIVING TIPS

1. Motorists are advised to practice defensive driving and exercise caution at all times.
2. Before beginning your trip, check the current road conditions and the weather forecast.
3. Be prepared for changing road conditions. Store a backpack or kit in your car with an ice scraper, jumper cables, a first aid kit, and blankets.
4. Keep a full tank of gas in your car during winter driving conditions.
5. Keep a safe distance when following other vehicles especially snow plows. Remain 100ft behind a snow plow.
6. Proper snow tires should be part of your fall/winter driving maintenance schedule.
7. Listen to your local radio stations during extreme weather conditions for road closures and weather updates.
8. Safe drivers know their limits. If the roads are bad, remember: "Ice and snow, take it slow, or just don't go".



FAQs

Q: Every year the street next to mine gets plowed and my street is passed by. Why?

A: The City follows a priority plowing strategy that clears priority 1, 2 and then 3 in that order. Depending on your street type and those around you, the timing of snow removal may vary.

Q: The truck plowed my street but there is still snow on it. Is there something wrong with the plow?

A: No. In most cases the snow is "hard packed" in the residential areas and the plows do not scrape down to the pavement. The City's goal is to make your street passable to traffic.

Q: Why can't the plow driver lift the plow when going past my driveway?

A: If a driver raises or turns the plow when approaching any given driveway, the snow in front of the plow will be dumped into a pile in the street. The result would be an even greater amount of snow piles at the end of the driveway and packed snow/ice on the pavement. Shoveling snow at the end of a driveway is not a fun job, but unfortunately, there is no way for the plow trucks to avoid depositing snow there.

Q: How do I find out more information about Snow Emergency Levels?

A: Contact your local county's website.



SNOW AND ICE CONTROL INFO

The objective of our snow and ice control program is to allocate trained personnel, proper equipment, and adequate materials in order to reach a "Passable Roadways" objective that allows for safe travel on our main and secondary arterial roadways. Based on actual winter conditions, a passable roadway objective aims to provide a passable, safe driving surface, with a reasonable amount of inconvenience during an event.

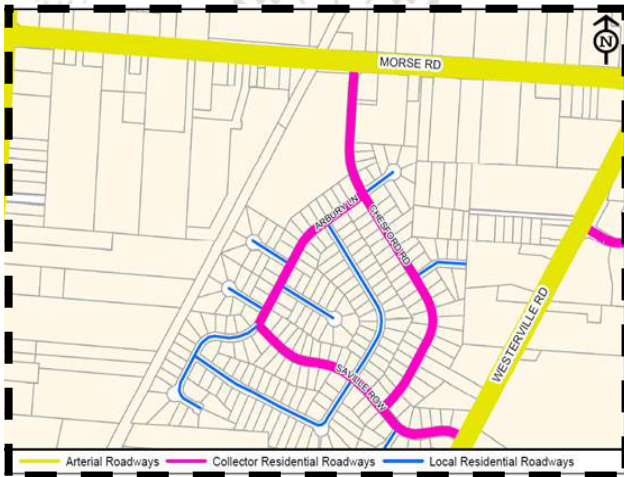
THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

PROCESS



Visit warriorwatch.columbus.gov to verify the priority of your street.



Roadway Service Prioritization:

Priority 1 roadways consists mainly of sections of the Freeway System(SR 33, SR 104 and SR 315) and principal arterial roadways.

Priority 2 roadways consists mainly of major/minor collector residential roadways.

Priority 3 roadways consists mainly of local residential roadways.

Refer to <https://www.columbus.gov/publicservice/Columbus-Snow/> for more information.

BICYCLE LANES

Snow & ice control for on-street bicycle lanes are located mainly on arterial and collector roadways and are serviced within the systematic snow and ice control approach.

Although there is no enhanced prioritization for bicycle lane service, provisions have been made to assist with travel. Smaller equipment has been equipped with anti-icing capabilities in order to reduce ice buildup in narrow protected bike lanes as well as assigning staff to monitor and remove snow from bike lanes when snow accumulates after initial service has commenced. Staff will make every effort to plow through the bike lane to the curb or shoulder whenever possible.



Report issues to 614-645-3111

SIDEWALKS

The city of Columbus is responsible for the sidewalks adjacent to city-owned property; all other sidewalk maintenance is the responsibility of the adjacent property owner. Columbus City Code Section 905.04

Refer to <https://www.columbus.gov/publicservice/Columbus-Snow/> for more information.

ANTI-ICING



Anti-icing is the proactive application of melting products to driving surfaces before a winter weather event. Anti-icing helps prevent snow and ice from bonding to the pavement, helping the roads to stay clear longer, and makes snow removal a more manageable process. As brine is dormant until it comes in contact with precipitation, the anti-icing efforts can begin up to three days prior to a snow event.



The type of material used to cause chemical melting of snow or ice depends on the type of treatment being performed. Salt, liquid calcium chloride and sand are available at all street maintenance operation facilities. These materials are used for the initial clearing of public roadways. Salt brine is used for direct application to pavement for anti-icing. Rock salt or rock salt pre-wetted with liquid calcium chloride are the primary chemicals.