

Worth County Board of Supervisors

October 22, 1984

A RESOLUTION TO ESTABLISH THE POLICY OR LEVEL OF SERVICE FOR SNOW AND ICE REMOVAL OR PLACING SAND, SALT OR OTHER ABRASIVE MATERIAL ON THE HIGHWAYS, ROADS OR STREETS UNDER COUNTY JURISDICTION.

BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF WORTH COUNTY:

Section 1. PURPOSE. The purpose of this Resolution is to establish this County's policy as to level of service in respect to snow and ice removal or placing sand, salt or other abrasive material on the highways, roads or streets under county jurisdiction. This policy is intended to implement the provisions of Sections 309.67 and 610.10 (2) (as found in HF2487, Acts of the 63rd G.A., Second Session) of the Code of Iowa.

Section 2. Considerations in Formulating this Policy, and governing Interpretation of the Policy.

A. Clearance of snow or ice, or placement of sand, salt or other abrasive material on a highway, road, or street in the county is primarily for the benefit of the local residents of this county.

B. Only the county's existing equipment, and current complement of employees, normally working on road maintenance, will be utilized to do the work contemplated by this policy.

C. This policy concerns conditions arising from natural and unnatural accumulations of snow or ice on the county's roads.

D. The motoring and travelling public is deemed to be capable of recognizing hazardous conditions arising from snow or ice accumulations on the roads and taking appropriate precautions for their own safety while on the roads of the county.

In the process of clearing of snow, piles of snow can be expected to accumulate adjacent to the travelled portion of the roads to the extent that a motorist's sight distance to both the left and right may be greatly reduced or impaired.

Motorists at the time of snowfall, during periods of blowing snow, during periods when ice or compacted snow may be upon the roads, and when visibility is impaired by accumulations of snow along the roadway, are expected to drive their vehicles with such caution and watchfulness as is reasonably necessary for their own safety and that of others who are on the roads.

During these conditions no additional warning or regulatory signs will be placed that warn of impaired sight distances, visibility at intersections, road blockages, one-lane conditions, or that the road surface is slick or slippery, or what the advised speed should be.

E. Accumulations of snow or ice on the roads may occur in countless variations of location, depth, intensity and so forth. This policy is intended to establish "normal" responses to "normal conditions", while establishing, also, the responsibility for making decisions which respond to conditions which are not "normal". "Normal conditions" as used in this context means those conditions which do not because of amount of snow or favorable wind conditions indicate there will be blockage of roads to normal traffic.

F. Each occurrence which causes accumulations of snow or ice on the roads may have individual characteristics which must be dealt with accordingly. For instance, the portion of the roadway improved for travel may have upon it snow or ice in a compacted condition which may be continuous, or concentrated on hills, in valleys, on curves and/or intersections.

G. This policy as to level of service is to be implemented within the amount of money budgeted for this service.

H. The term "engineer" as used in this policy refers to the officially designated county engineer. In the implementation of this policy, the engineer may designate one or more employees to exercise the discretion placed on the engineer herein.

Section 3. Level and Sequence of Service

A. Under normal conditions, the road maintenance workers will clear the roads on their pre-assigned routes commencing during their regular working hours which are 7:30 A.M. to 4:00 P.M. The pre-assigned routes have been designated without regard to assigning any priority as between paved or unpaved roads, but with regard to the most efficient use of funds available for road maintenance purposes.

B. Under conditions where the combination of snow and wind may be expected to cause blockage of roads, as determined in the sole judgment of the county engineer or his designated representative, the said engineer or his representative shall determine also when road clearing operations are practicable, giving due consideration to the requirements of the public for access to the roads, to the safety of the road workers and the traveling public, and the efficient use of the funds available for these purposes.

Except as may be otherwise directed by the engineer or his representative, the road clearing under potentially road-blocking conditions will commence at 4:00 A.M., and will proceed along the same routes as designated for normal conditions. The professional judgment of the engineer or his representative as to time and sequence of the road clearing operations shall be deemed correct unless it may be found to be clearly erroneous.

Under potentially road-blocking conditions, the initial effort will be to get all routes open to one-lane traffic as soon as possible.

After one-lane travel is possible, subsequent snow removal will be carried on during regular working hours, and will be directed to restoring two-lane traffic.

C. The entire width of the roadway may not be cleared of snow, ice, compacted snow or frost. It is not the policy of the county to provide a "dry" roadway condition.

The snow that is cleared from that part of the roadway improved for travel shall be placed on or in the adjacent shoulder, ditch, or right-of-way. The snow removed from intersections will be piled in the corners of intersections. The piles may be of unequal height.

D. It is not the policy of the county to place sand, salt, or other abrasive material on any road; except as the engineer or his representative may determine such placement may be made in the efficient use of budgetary funds in the road clearing process.

E. Snow may not be removed from roads designated at Level B.

F. The county will not clear snow from private drives even though snow removal operations by the county may result in snow being deposited in private drives. Snow from private drives shall not be placed on the roadway or shoulders.

G. There is no time limit after a snowfall in which any of the road-clearing operations shall take place.

H. The motor graders and other road maintenance equipment will not normally be in operation between the hours of 4:00 P.M. and 7:30 A.M. They may be called off the roads at any time if snow and/or blowing snow conditions reduces visibility to hazardous working conditions, in the professional judgment of the engineer or his representative.

Section 4. Limitations of Service. This policy does not include the performance of any of the following services:

a. Sanding, salting, or placing of other abrasives upon the roadway that are slick, or slippery due to the formation of frost.

b. Placing of additional warning or regulatory signs warning of impaired sight distances, visibility at intersections, road blockages, one-lane conditions, that the road surface is slick or slippery, or what the advised speed should be as the result of any accumulation of snow, ice or frost on the roads.

Section 5. Emergency Conditions.

A. "Emergency conditions" shall be considered as a condition where a loss of life is probable, where a serious injury has occurred, or where extensive loss of property is imminent.

B. The existence of an "emergency condition" should be verified through a physician's office or the sheriff's department.

C. The county will respond to all emergency conditions, either during or after a showstorm, in the best manner possible in the judgment of the engineer or his representative, and with the expectation that such service can be rendered without unreasonable risk to workers or others.

D. The provisions of the policy may be suspended in the event the Governor, by proclamation, implements the State Disaster Plan. If such occurs, the county personnel and equipment shall immediately be subject to the direction of the Governor or his representatives.

Section 6. RESPONSIBILITY.

The engineer has the responsibility of implementing this policy, and reporting to the Board any recommendations for changes in the policy that may become advisable as a result of operations conducted under the policy or for other reasons.

The engineer shall have full authority to respond to unusual circumstances in the implementation of this policy by selecting alternative procedures for snow and ice removal or treatment and directing the county employees accordingly. The professional judgment used in directing any procedures shall be deemed appropriate unless it is shown to have been clearly erroneous.

Section 7. When Effective. This policy shall be in effect after its final passage.

Approved this 22nd day of October, 1984.

WORTH COUNTY BOARD OF SUPERVISORS

ATTEST:

Morris Halgaarden

County Auditor