

**TITLE:** A resolution establishing the policy and level of service with respect to the clearance of snow or ice and maintenance of this County's Secondary Roads during the winter months.

Be it enacted by the Board of Supervisors of Clarke County, Iowa:

**SECTION 1:** Purpose. The purpose of this resolution is to establish this County's policy on level of service with the respect to the clearance of snow or ice and the maintenance of its Secondary Roads System during the winter months specifically defined as November through April, as provided in Section 668.10(2)(2003), Code of Iowa, and pursuant to the provisions of Section 309.67(2003), Code of Iowa. This policy and level of service are to be implemented within the amount of money budgeted for this service, and as contained in this County's Secondary Road budget as submitted to and approved by the Iowa Department of Transportation and adopted by the Board of Supervisors.

**SECTION 2:** Level of Service. Clearance of snow or ice and maintenance of the Secondary Road system during the winter months is primarily for the benefit of local residents of this county. Each storm has individual characteristics and must be dealt with accordingly. The portion of the roadway improved for travel may have upon it snow and ice in a compacted condition. These conditions may be continuous, or they may be more concentrated on hills, in valleys, curves, and/or intersections. The County's available snow removal equipment will be used for this purpose. On occasion, County personnel may be rendered unavailable due to the requirements of the Omnibus Transportation Employee Testing Act of 1991. Except for "emergencies", as determined by the County Engineer's professional judgment, or his/her designee acting in his/her absence, on a case by case basis, all clearance of snow or ice, sanding, salting, and other maintenance respecting winter conditions shall be accomplished within the amount of money budgeted for this service and as practicable. The entire width of that portion of the road improved for the travel may not be cleared of snow, ice, compacted snow and ice, or frost. Snow cleared from that part of the roadway improved for travel shall be placed on or in the adjacent shoulder, ditch, or right-of-way. Snow can be expected to accumulate adjacent to the traveled portion of the roadway to the extent that a motorist's sight distance to both the left and right may be greatly reduced or impaired. Snow removed from intersections may be piled in its corners in piles of unequal height. The line of sight, sight distance, or visibility of motorists approaching these intersections may be greatly reduced or impaired. The County shall not be responsible for snow pushed or otherwise placed on the roadway or shoulders by others. Motorists shall drive their vehicles during these conditions with additional caution and watchfulness, especially with respect to the surface of the roadway and to reduced or impaired visibility. Motorists are advised to reduce their speed by at least 25 miles per hour below that legally permitted or advised under normal conditions. With respect to roadways that have only one lane open, further extreme watchfulness and caution should be exercised by the motorist. Their speed should not exceed 10 miles per hour. During these conditions no additional warning or regulatory signs will be posted warning 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.

**SECTION 3:** Sequence of Service. During the implementation of snow and ice removal and other maintenance of the County's Secondary Road System during the winter months, the County Engineer or his/her designated representative in his/her absence shall select the actual sequence of roads to be cleared as provided for in this Section of this Resolution, and shall determine when drifting, wind velocity, and additional snow or snowstorms require that the snow removal equipment be removed from the roadway, or that additional clearance of paved routes be accomplished prior to the clearance of gravel and dirt roads. The County Engineer's professional judgment, or his/her designee's shall prevail, unless it is clearly erroneous.

A. Paved Routes

- (1) After a major storm, the initial effort will be get all routes open to one lane traffic as soon as possible and or practicable. During initial snow removal operations, paved roads may only have one lane plowed for a period of time.
- (2) Once one-lane travel is possible, further snow and ice control operations will be carried on during normal working hours.
- (3) The truck mounted snowplows and spreaders will not normally be in operation between the hours of 6:00 p.m. and 6:00 a.m. These trucks may be called off the road by the engineer or his delegated representative if, in the professional judgment of the engineer or his/her designated representative, snow and/or blowing snow reduces visibility to hazardous working conditions.
- (4) When required, due to drifting snow, motor graders may be used to keep the paved roads open, possibly delaying the opening of gravel and/or dirt roads.
- (5) It is not the policy of this county to provide a "dry" pavement condition.
- (6) After roads have been plowed as provided for in this section, intersections, hills and curves may, (but not necessarily) have placed on them salt, sand, or other abrasives. These intersections, hills and curves may not normally be re-sanded, re-salted, or have other abrasives replaced on them between snowstorms.
- (7) There is no time limit after a snowstorm in which any of the above sequences of clearance shall take place.

B. Unpaved roads.

- (1) After a major storm, the initial effort will be get all routes opened to one-lane traffic as soon as possible and/or practicable after the storm has passed. For lessor snowfalls, roads will be cleared to two lanes to eliminate costly and time consuming "dead heading".
- (2) Once one-lane travel is possible, subsequent snow and ice control operations will be carried on during normal working hours.

- (3) Motor graders and/or truck plows will not normally be in operation between the hours of 6:00 p.m. and 6:00 a.m. The motor graders and/or truck plows may be called off the road if, in the professional judgment of the engineer or his/her designated representative snow and blowing reduces visibility to hazardous working conditions.
- (4) Snow removal will be commenced on any unsurfaced (dirt) roads following clearing of all surfaced roads. It is suggested that livestock feed be kept close to a surfaced road access due to the priorities of snow removal.
- (5) There is no time limit after a snowstorm in which any of the above sequences of clearance shall take place.

C. Private Drives.

The County will not clear snow from private drives except for "**EMERGENCIES**". Normal snow removal operations may, on occasion, result in some snow being deposited in private drives. Neither the snow from private drives nor the snow deposited in private drives as a result of snow removal operations shall be placed or pushed onto the roadway or shoulders except to push the material completely across the road and shoulders to deposit it in the roadside ditch opposite the drive being cleaned.

D. Mail Boxes.

The County will replace or repair mail boxes destroyed or damaged during snow removal operations, based upon the merits of each incident.

**SECTION 4:** Limitation of Service. Notwithstanding anything else stated in this resolution, the policy and level of service provided for in this resolution shall not normally include the following, and the following services shall not normally be performed.

- (1) Sanding, salting, or placing of other abrasives upon roadways that are slick, slippery, and dangerous due to the formation of frost outside the County's usual working hours.
- (2) Sanding, salting, or placing other abrasives upon paved roadways due to freezing precipitation that occurs outside the county's usual working hours.
- (3) 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.
- (4) Sanding, salting, or placing abrasives upon any road, except for paved roads. If in the opinion of the County Engineer, or his/her designee, an "emergency" exists and ice has built up on hills and intersections on the gravel system that slope down to another road so as to become dangerous, abrasive material may be applied at these locations as crew and equipment availability allows and only as a last resort. This condition will not, under any circumstances, take a higher priority than placing of abrasive material on the paved road system and will only be done after the

paved roads are cleared of ice and snow. Abrasive material will also only be placed after other mechanical means such as scraping with motor graders, have been tried and failed.

- (5) Removing of sand, salt or other abrasives.

**SECTION 5:** Emergency Conditions.

- (1) Service or the level or sequence of service may be suspended during “Emergency” conditions. An “Emergency” condition shall be considered as one where loss of life is probable, where a serious injury has occurred, or where extensive loss of property is imminent. These conditions should be verified through the 911 dispatcher or Sheriff’s Office. The County may respond to all “Emergency” conditions, either during or after a snowstorm.
- (2) Service or the level or sequence of service shall be further suspended in the event the Governor, by proclamation, implements that State Disaster plan, or the Chairman of Board of Supervisors, by proclamation, implements the County Disaster Plan. If such occurs, the County personnel and equipment shall be immediately subject to the direction of the Governor or the Chairman of the Board of Supervisors.

**SECTION 6:** Repealer. All resolutions or parts of resolutions in conflict with the provisions of this resolution are hereby repealed.

**SECTION 7:** Severability Clause. If any section, provision, or part of this resolution shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the resolution as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

**SECTION 8:** When Effective. This resolution shall be in effect immediately upon being signed.

**DATE:** DECEMBER 28, 2009

MYRON MANLEY  
Chairman

JACK COOLEY  
Member

DON REASONER  
Member