

SNOW REMOVAL POLICY ORDINANCE

CHAPTER 14

SNOW REMOVAL POLICY

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14.1 TITLE.

The title of this ordinance shall be "Establishing A Snow Removal Policy on Polk County Secondary Roads".

14.2 PURPOSE.

The purpose of this ordinance is to establish this county's policy and level of service in respect to clearance of snow or ice and maintenance of its secondary road system during the winter months, as provided in Section 668.10 in the Iowa Code, and pursuant to the provisions of Section 309.67 of the Iowa Code. This policy and level of service are to be implemented with the amount of money approved in advance by the Board of Supervisors 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 or amended by the Board of Supervisors.

14.3 LEVEL OF SERVICE.

Clearance of snow, ice or compacted snow and maintenance of the secondary road system during the winter months is primarily for the benefit of the motoring public. Each storm has individual characteristics and must be dealt with accordingly. From time-to-time, the portion of the roadway improved for travel will have upon it snow and ice in a compacted condition. These conditions may be continuous, or they may be more concentrated on hills, on sheltered areas, in valleys, curves, and/or intersections. The County's existing snow removal equipment will be utilized for this purpose. All clearance of snow or ice, sanding, salting, and other maintenance respecting winter conditions shall be accomplished within the amount of money approved in advance by the Board of Supervisors for this service. The entire width of that portion of the road improved for travel may not be cleared of snow, ice, compacted snow or 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 to the extent that a motorists sight distance to both the left and right may be greatly reduced or impaired. The snow removal 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 shoulder by others.* Motorists shall drive their vehicles during these conditions with additional caution and care, especially in respect to the surface of the roadway, and are expected to reduce their speed as much as 25 miles per hour below that legally permitted. In respect to roadways that have only one lane open, caution and care should be exercised by the motorist, whose speed should not exceed 10 miles per hour. 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.

14.4 SEQUENCE OF SERVICE.

In the implementation of snow and ice removal and other maintenance of the County's secondary road system during the winter months, the County Engineer shall, at the beginning of each winter season, select the actual sequence of roads to be cleared as provided for in this Section of the Ordinance, and shall determine when snow accumulation, drifting snow, wind velocity and additional snow or snowstorms require that the snow removal equipment be placed in operation or removed from operation or that additional clearance of paved routes be accomplished prior to the clearance of gravel roads. The County Engineer's professional judgment shall prevail.

1. Paved routes.
 - a. The initial effort will be to get routes open to two-lane traffic as soon as possible.
 - b. After routes are open to two-lane travel, subsequent snow removal will be provided only during regular working hours.
 - c. The truck mounted snow plows, spreaders, and motor graders will not normally be in operation after two-lane traffic has been achieved. The trucks will be called off the road if snow and/or blowing snow reduces visibility to hazardous working conditions, in the professional judgment of the engineer or his delegated representative.
 - d. When required, due to drifting snow, motor graders may be used to keep the paved roads open and the opening of gravel roads may be delayed.
 - e. It is not the policy of the County to provide a "dry" pavement condition.
 - f. After roads have been plowed as provided in this section, intersections, hills, sheltered areas and curves may have placed on them, salt, sand, or other abrasives as deemed necessary by the County Engineer.

2. Unpaved routes.

a. The initial effort will be to get all routes opened to one-lane traffic for rural residents as soon as possible after a storm has passed.

b. After routes are open to one-lane travel, subsequent snow removal will be to widen the roadways to provide two-lane travel as soon as possible.

c. Gravel roads will not be plowed when the County Engineer determines that wind is causing substantial amounts of snow to drift across the roads. At his discretion, the County Engineer may make this determination for the entire County or for portions of the County.

d. Snow will not be removed from roads which do not directly access occupied residents until such time as the County Engineer determines that adequate personnel and equipment are not required for higher priority snow removal work. This service will be provided only during regular working hours.

3. Liability of the County for effects to private property. Snow removal operations may cause snow to be deposited in the driveway of property owners. *The County will not remove this snow or ice from private driveways. Snow from property owners' driveways shall not be placed on the County roadway or shoulders.* The County will not be responsible for damage caused by snow removal operations to structures or any other objects on or within the County road right-of-way, other than mailboxes. The County will replace or repair mailboxes damaged by snow removal equipment if the County Engineer determines the mailbox was located as far from the traveled portion of the roadway as possible and in compliance with United States Postal Service rules and regulations.

14.5**LIMITATION OF SERVICE.**

The policy and level of service provided for in this Ordinance shall not include the performance of the following services:

1. Sanding, salting, or placing of other abrasives upon the roadways that are slick, slippery, and dangerous due to the formation of frost which occurs after an established weather service has indicated to the County that the probability for formation of frost is 29% or less and for frost which occurs suddenly, and for frost which occurs on a road which is not a part of the County's predetermined frost removal program.

2. Sanding, salting, or placing of other abrasives upon paved roadways that are slick, slippery or dangerous due to freezing rain that occurs suddenly.

3. Placing of additional warning or regulatory signs 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.

4. Sanding, salting, or placing of other abrasives upon gravel roadways, except at those locations approved in advance by the County Engineer.

14.6**EMERGENCY CONDITIONS.**

1. The sequence of service may be suspended during "emergency" conditions declared by the County Engineer. An "emergency" condition shall be considered as one where a loss of life is probable, where a serious injury has occurred, or where extensive loss of property is imminent. The County will respond to all "emergency" conditions, either during or after a snowstorm.
2. The provisions of the Ordinance shall be further suspended in the event the Governor, by proclamation, implements the State Disaster Plan, or the Chairman of the 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 Chairperson of the Board of Supervisors.

14.7

REPEALER.

All ordinances, parts of ordinances, county policies and parts of county policies in conflict with the provisions of this ordinance are hereby repealed.

14.8

SEVERABILITY CLAUSE.

If any section, provisions, or part of this ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

14.9

WHEN EFFECTIVE.

This ordinance shall be in effect after its final passage, approval and publication as provided by law.

[Ord. No. 20, 11/14/86; Ord. 147, 6/22/95]

MOTION:

Moved by Mills. Seconded by Mauro. to waive the second and third reading.

VOTE YEA: Mauro, Mills, Bishop
ABSENT: Willits, Buhr.

FIRST READING

ROLL CALL FOR ALLOWANCE		
JUN 6 - '95		
John F. Mauro	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
Martha Willits	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
George M. Mills	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
Florence D. Buhr	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
Jack Bishop	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
Yes	_____	May _____
Above tabulation made by: _____		
ALLOWED		
BY RESOLVE VOTE OF BOARD		
<i>Jack Bishop</i>		
CHAIRPERSON		

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John F. Mauro	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
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George M. Mills	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
Florence D. Buhr	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
Jack Bishop	Yes <input checked="" type="checkbox"/>	May <input type="checkbox"/>
Yes	3	May 2-0
Above tabulation made by: <i>DKL</i>		
ALLOWED		
BY RESOLVE VOTE OF BOARD		
<i>Jack Bishop</i>		
CHAIRPERSON		