

10-16-14  
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# HARRISON COUNTY BOARD OF SUPERVISORS

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## RESOLUTION

**BE IT RESOLVED** BY THE BOARD OF SUPERVISORS OF HARRISON COUNTY:

THAT THE FOLLOWING POLICY SHALL BE ESTABLISHED IN RESPECT TO CLEARANCE OF SNOW OR ICE AND A TARGETED LEVEL OF SERVICE FOR HARRISON COUNTY'S SECONDARY ROADS DURING THE WINTER MONTHS.

### SECTION 1 – PURPOSE

The purpose of this resolution is to establish this County's policy and to target a level of service in respect to clearance of snow or ice and maintenance of its secondary road system during the winter months, pursuant to the provisions of Section 309.67 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 the local residents to this County. Each storm has individual characteristics and must be dealt with accordingly. 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, 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 budgeted for this service. The entire width of that portion of the road improved for travel may not be cleared of snow, ice, compacted snow and ice, and frost. Snow cleared from that part of the roadway improved for travel may 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 motorist's sight distance to both the left and right may be greatly reduced or impaired. The snow removed from intersections will 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. Motorists shall drive their vehicles during these conditions with additional caution and watchfulness, especially in respect to the surface of the roadway, and to reduced or impaired visibility, and are advised to reduce their speed according to road conditions. In respect to roadways that have only one lane open, further extreme watchfulness and caution should be exercised by the motorist, and vehicle speed should be reduced. During these conditions, no additional warning or regulatory signs will be placed warning of impaired sight distances, or that the road surface is slick or slippery, or what the advised speed should be.

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 select the actual sequence of roads to be cleared as provided for in this policy, 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 shall prevail.

## **PRIVATE DRIVES**

The COUNTY will not clear snow from private drives. Normal snow removal operations may result in snow being deposited in private drives. Snow from private drives shall not be placed on the roadway, shoulders, or in the road right of way.

## **MAILBOXES**

Regulation mailboxes which are properly placed will be replaced by Harrison County if they are destroyed or badly damaged by snow removal equipment. The County Engineer will determine if the mailbox was placed in accordance with postal regulations and approve the replacement of the box with a standard box provided by the County.

## **SECTION 3 – SEQUENCE OF SERVICE**

In the implementation of snow and ice removal and other maintenance of the county' secondary road system during the winter months, the County Engineer 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 shall prevail.

There is no time limit after a snowstorm or sequence in which any of the above operations, on paved or unpaved roads, shall take.

## **PAVED ROUTES**

1. The initial effort will be to get all routes open to one-lane traffic as soon as possible.
2. After one-lane travel is possible, subsequent snow removal will be carried out during normal working hours.
3. The truck mounted snowplows and spreaders will not normally be in operation between the hours of 4:30 P.M. to 7 A.M. except where and when the Engineer's judgment determines that storm conditions indicate a need to run longer hours. The trucks and other equipment may be called off the roads by the engineer or his delegated representative if snow and blowing reduces visibility causes great hazard to workers and the traveling public. professional judgment of.
4. 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.
5. It is not the policy of the county to provide a "dry" pavement condition.

After roads have been plowed as provided in this section, sand or other abrasives may be placed on bridges, intersections, hills, and curves.

## **UNPAVED ROADS**

1. The initial effort will be to get all higher classified or higher priority routes opened to one-lane traffic as soon as possible after a storm has passed.
2. After one-lane travel is possible, subsequent snow removal will generally be carried out during normal working hours.
3. Motor graders and/or truck plows will not normally be in operation between the hours of 4:30 P.M. to 7 A.M. except where and when the Engineer's judgment determines that storm

conditions indicate a need to run longer hours. Gravel roads may not be plowed if the wind is causing continual drifting.

4. Snow may not be removed from roads designated as Level "B" or Level "C" service.

In the event certain roads become heavily covered with ice or packed snow, motor graders may be dispatched, during normal working hours in an attempt to dislodge the ice coating and provide more exposed aggregate for traction. The sequence followed for this work will be similar to the sequence used for snow removal. First priority areas will include locations where there are changes in surface type, intersections, and where turnarounds are necessary due to dead end roads, load rated bridges and/or other limiting roadway conditions.

#### **SECTION 4 – LIMITATION OF SERVICE**

The policy and level of service provided for in this resolution shall not include, and the following services shall not be performed:

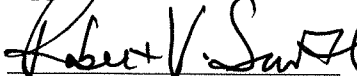
1. Sanding, salting, or placing of other abrasives upon roadways that are slick, slippery, and dangerous due to the formation of frost.
2. Sanding, salting, or placing other abrasives, outside the county's usual working hours, upon paved roadways that have become slick due to freezing rain.
3. Placing 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.

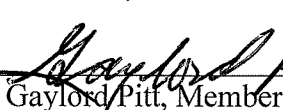
#### **SECTION 5 – EMERGENCY**

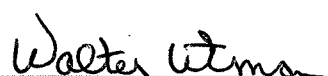
The sequence of services may be suspended during "Emergency" conditions. An "Emergency" condition shall be considered as one where a loss of life is probable, where a serious injury has occurred, or where extensive loss of property is imminent. When these situations arise, the County Engineer will coordinate an emergency response with other public safety agencies.

The provisions of this policy shall be further suspended in the event the Chairman of the Board of Supervisors, by proclamation, implements the County emergency operations plan, or the Governor, by proclamation, implements the State emergency operations plan. If such occurs, the County personnel and equipment shall be immediately subject to the procedure set by the Chairman of the Board of Supervisors or by the Governor.

Approved and effective this Date: October, 16<sup>th</sup> 2014.

  
Robert V. Smith, Chairman

  
Gaylord Pitt, Member

  
Walter Utman, Member

Attest:

  
Susan Bonham, County Auditor